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VOLUME II, NO. 5

SEPTEMBER, 1966

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Meeting Dates

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|---------------------|---|---------|
| Friday, September 9 | - North Clairmont Community Center<br>Movies Galore   | 7:30 PM |
| Friday, October 14  | - Same Place<br>Giant "Skeeter" Contest<br>Models Provided by Club<br>Bring your own Jubs & winders | 7:30 PM |

Contest Schedule

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|-------------------|---|--------------------|
| September 17 & 18 | - Thunderbugs 20th Annual<br>Almost all Free Flight,<br>Old Timers & Coupe 'd Hiver | Gardner Field-Taft |
| September 25      | - Orbiteers Monthly<br>Plus Postal Meet   | Kearny Mesa        |
| September 24 & 25 | - NAA Flightmasters<br>Giant Scale Contest  | Sepulveda Basin    |
| October 22 & 23   | - Orbiteers Annual<br>"The Big One"   | Lake Elsinore      |

Special Notice

January is the month tentatively set for the Orbiteers Club Banquet. Come and talk about this at the next meeting.

SEEN & HEARD

by Russ Soley

Thank your president for this issue. His drive and perseverance has created a new line-up and if Howard Harvey, his good wife, Don Sloan, "Fudo", "Nat", the Larsons, and others stay with it, we'll have "El Torbellino" back on a monthly basis again. Give them a pat on the back, fellows; as well as your help whether asked for or not.

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Congrats to our "Triumphant Trio", those "Magnificent Men" who brought back the Southern California Aero Team's "mixed" trophy, and copped the individual awards to an embarrassing degree also. We didn't know they were running a junior special with this meet also, or we would have taken some of our "Mighty Mites". We could have been accused of rubbing it in, however.

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Speaking of rubbing it in, Brian Dunn won Wakefield. That's fine, but did he have to set a new national record in doing so?

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Speaking of rubbing it in, when the past FAI team manager got his Thunderbird stuck in the sand, was it exactly kosher to have the Orbiteers pull him out?—and with a Volkswagen, yet!!

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Speaking of rubbing it in — ain't it sweet!

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It will be hard for others to believe, but we in San Diego are glad summer is over. Flying-wise, that is. Our best flying is ahead of us for the next nine months—. With the coming of September, things always start jumping. Meetings with 30 or more, Sunday flying with at least the same, and the big annuals with all those nice balmy days and big thermals. Now that vacations are over, the fish not biting so well, you're pooped from water skiing, boating, gardening, snoozing, and all the rest, let's all get out and enjoy a real hobby again.

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One person whom we won't be seeing so much of is Nat Antonioli. He's through his C. D. chores for the year and plans to devote much time getting ready for the 1967 Nationals. When you're shooting for Grad National Champion, you have cut out a large task for yourself. He'll be testing from time to time, so be on the lookout for those new ships.

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If any of you haven't seen the new "Sig Air-Modeler" as yet, you're missing something fine — Write Sig and get a subscription: \$2.50 for 12 issues.

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Now that you're all getting American Modeler 'free' as an AMA member, let's all heed what Larry Conover had to say about writing the "mags" and telling them what you like — free flight that is. This is the only way you'll get what you want. Incidentally, all the magazines are crying for articles, plans & pictures. Become an author today!

P.S. LOOK FOR A NEW CLUB COUPE 'D HIVER  
TROPHY. IT WILL BE SOMETHING REALLY  
WORTH WINNING — START BUILDING NOW!

RJ

PRESIDENT'S CORNER

by Clarence Mather

It is surely good to be back in Orbiteerland, after another two month stint at Purdue University. Back there my time was spent studying, and sweating - physically and figuratively! It is hard to teach an old dog new tricks!

Club flying seems to be at a rather low ebb, as far as numbers go. I hope that more of us get out, and fly now, with cooler weather at the flying sites. There are a lot of good contests coming up!

Try extra hard to make this Friday's meeting, as we have several major items on the agenda. To list a few, we need to resolve the problem of club chartering, and / or club incorporation, and we also need to consider the purchase of a duplicating machine.

As time goes on, it is to be expected that some members will lose interest, and drop out; while others will move away. Even so, we now keenly feel the loss of two active members, Tom Ottiwell, and Gene Bach. Tom has moved to Kansas with his family, while Gene was transferred to China Lake. I remember Tom, especially for rising to the occasion to represent the Club as a Nordic flier in various team challenges. He was willing to get ready and go, and he did a fine job of flying. His efforts helped us achieve the S.C.A.T. Nordic Cup, and the Phoenix Nordic Cup, to name two.

Gene Bach is a prolific builder, and flier, and has ships of all types and sizes on ready call. I particularly remember him for the terrific job that he did of organizing, and directing our F.A.I. annual contest. Gene's foresight, and hard work had much to do with the outstanding success of that contest.

On behalf of the club, I thank Tom and Gene for all that they did, and wish them well, in their new locations.

PRESIDENT'S CORNER con't. by Clarence Mather

This issue of our newsletter is very short, due to duplicating and other problems. Some of your Officers felt it was important to get some sort of a notice to you before the meeting, so we did what we could. (More came in since the above was written).

Max Men Monthly

by Clarence Mather

Four Orbiteers flew in the Max Men's contest at Lake Elsinore, September 4th. As usual we enjoyed the large expanse of the lake bed site. It was a beautiful sunny day, but not all of the air was going up — as the times show:

A Gas	Schroedter	13:40	A Gas	Beach	13:34
	Matsuda	12:21		Bacher	13:12
	Faulkner	11:56		* Ferguson	12:46

B-C Gas	McAlister	16:09	A-1 & A-2	White	12:51
	Vela	14:58		* Mather	11:29
	Matsuda	14:23		* Harvey	10:34

Early in the day it was announced, that re-entry would be allowed. The Orbiteers protested, indicating that they would not fly under that condition. Shortly thereafter, it was announced that re-entry would not be allowed, and the second decision was adhered to. I'm sure that there were other protests in addition to ours, but it serves to show that, sometimes it does pay to voice opinions, and to act!

IN, OUT, and SHORT

by Fud

July 14-18, 1966, Debrecen, Hungary was the scene of spirited competition between seven teams at World Indoor Championship. The outcome for first place in team standings, was decided in the last round with U.S. winning to Germany by a scant forty four seconds.

Hans Beck, Germany, first with 64:54 (best two)  
Joe Bilgri, U.S.A., second 60:23 - Rieno, Finland, third 54:15,  
Kalina, Czech, fourth, 53:55, and Romak U.S.A. fifth, 53:21  
Cummings, U.S.A., twelfth, 46:29

Would you believe, Dagmar Chlubna, 18th, Czech, 41:22, first woman at an indoor championship! For a comprehensive blow by blow see Bud Tenny's write up in August NIMAS.

This business of going from 90cm to 65 cm max span, and three ceiling categories appears to be a sure thing, at the November CIAM meeting.

IN, OUT and SHORT con't.

by Fud

That should be of interest to those having problems in "pulling" large sheets of microfilm.

At the Thunderbugs Annual at Taft, the Oakland Cloud-Dusters are sponsoring all rubber events, Coupe d'Hiver, Wakefield, and unlimited. That's September 17th, and 18th, 1966.

Flying scale - rubber, gas, and glider, September 24th & 25th, at Sepulveda. Kind of conflicts with our monthly, which will feature the September Postal with A-1, A-2 a la Czech, and Coupe, and Hand Launch with the Ann Arbor (Mich.) Airfoilers.

Build a solid scale glider (T51 Dart, Pheobus, SZD-24, etc.), and join Walt Mooney, and me in a Hi Start battle. Walt has a few plans.

— REPORT — S.C.A.T. TEAM SCRABBLE

by Nat Antonioli

On Aug. 21st, the SCAT Club held another of their well known P.A.I. team scrambles at Lake Elsinore. These competitions are always a pleasure to attend and certainly hard fought.

The competition was by round and in our personal opinion, this separates the men from the boys. Round one, and part of Round two, were overcast, and near calm. Lift was patchy, if almost non-existent. Very few maxes were scored during this time. Rounds Three thru Five were under an intense sun. In late summer, Lake Elsinore becomes a vast oven. Thermals during the last three rounds were plentiful, though small in diameter, ("broomstick", if you will), with much "down" air. Timing one's launch was very critical!

Teams were composed of: One Power, Wakefield & Nordic Flyer. San Diego's Team #2 was victorious, this time. This may have been due to the SCAT boys being worn out after their Bong Odyssey. I'd like to believe it was due to consistent flying & a little bit of luck, on our part. Individual winners & team winners are listed below. The highlight of the day was, Orbiteer Brian Donn, axing out & going on to post 21 minutes in Wakefield, for a possible new record. The interesting and commendable thing about Brian is, that he declined help, in the form of "goat" models to find a thermal, for his sixth & seventh flights. A real "Sportsman".

Another point worth mentioning was the trophies. These were made by the SCAT club members, from Walnut & were fashioned in the form of their club emblem. In our opinion, very esthetic. We hope they'll have more of these trophies in future meets.

S.C.A.T. TEAM SCRABBLE RESULTS.

Aug. 21st., 1966.

TEAM RESULTS:

#1 (Winning Team)  
Donn, Hill, Howard ————— 2,257 sec. (ORBITEERS)

#2 Sykora, Trege, Gildersleeve, ————— 2,089 sec. (S.C.A.T.)

#3 Cusick, Faykun, Wiegle, ————— 1,889 sec. (S.C.A.T.)

S.C.A.T. TEAM SCRAMBLE RESULTS.

AUG. 21., 1966.

INDIVIDUAL RESULTS:

WAKEFIELD

1. Donn ---- 900 (+240 + 83) = 1,223 sec. (Orbiteers)
2. Sykora ---- 811 (S.C.A.T.)
3. Johnson ---- 756 (?)

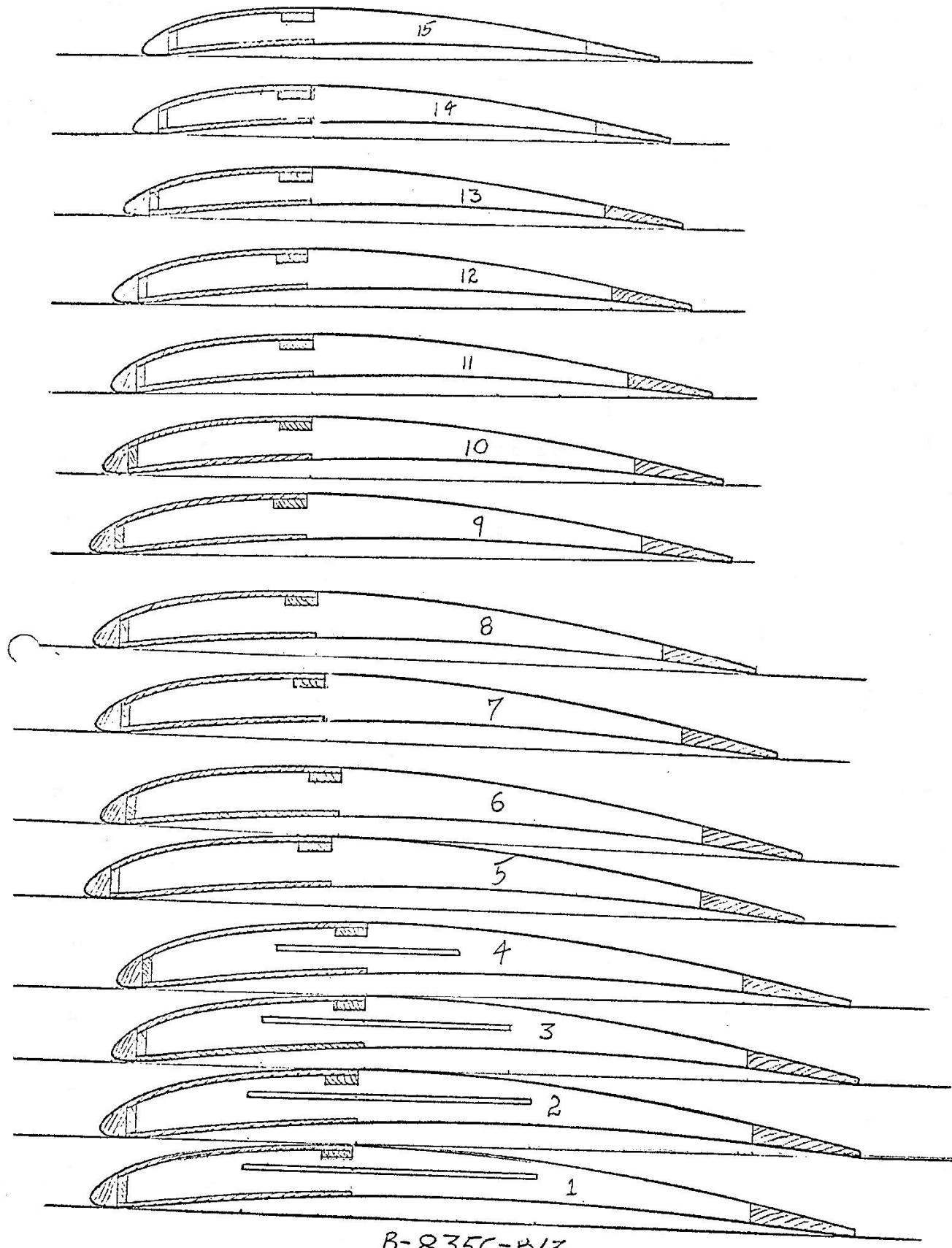
POWER

1. Hartil ---- 822 sec. (S.C.A.T.)
2. Trego ---- 771 sec. (S.C.A.T.)
3. Hill ---- 670 sec. (ORBITERS)

NORDIC A/2 GLIDER

1. Trego ---- 787 sec. (S.C.A.T.)
  2. Wiehle ---- 718 sec. (S.C.A.T.)
  3. Howard ---- 687 sec. (ORBITERS)
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The page of airfoils was supplied by Russ Soley. They are a Benedict section used by Hugh Langerin's very successful Osprey.



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