



**IN**  
**REMEMBRANCE**

**HARUTO SHIMAZU**

VOL. 5 Number 9

October-November, 1965

Shakespeare wrote in Henry VI, "Why, what is pomp, rule, reign but earth and dust? And live we how we can, yet die we must." Some men know no pomp nor do they rule, yet they reign in the hearts of their friends. Such a man was Haruto Shimazu, teacher, craftsman, and friend. Pluto, for that was the name most of us knew, was born in Los Angeles, graduated from high school in a World War II relocation camp, and served later in the United States Army. He worked in his family's grocery store and in the Post Office. After marrying June Wananabi in 1949, he worked nights so he could attend San Diego State College where he earned his teaching credential.

Teaching was a natural for Pluto. His patience, ability to clarify, depth of understanding and interest in people could lead him to no other profession. Shortly after he started teaching in the communities south of San Diego, he suffered a near fatal heart attack. After a period of convalescence, he returned to the classroom only to suffer another attack in 1959. Again he rebuilt his strength and returned to teaching. For years June and his sons, Ted and Hal, accompanied him to the flying field and assisted him in retrieving his airplanes. It was typical of Pluto that few of his recent friends knew of his heart trouble. As time passed Pluto became more active in modelling and in the swimming program of the AAU. He was always ready to help a friend or guide a boy toward a creative hobby.

On October 31, 1965, Pluto was driving to Lake Elsinor for the Officers Annual Meet with his friend Yudo Takagi. He had never won a Sweepstakes award, and wondered aloud if he had a chance with the four models he had brought. Yudo assured that it was an open field. Pluto also wanted to win two trophies -- one for June. Pluto did indeed win his two trophies, and the Sweepstakes as well as the best finish plaque; but, while walking after his A/i glider he suffered a fatal heart attack.

The world and his friends are richer for his having passed our way.

CONTEST CALENDAR

Sunday, November 28 - Orbiteer Monthly - Kearney Mesa  
Sunday, November 29 - San Vicente Monthly - Sepulveda  
Sunday, December 3 - Orbiteer Monthly - Kearny Mesa  
Indoor Flying Session  
Sunday, Dec. 10 - Orbiteer Monthly - Lake Elsinore  
Sat. & Sun. Dec. 11 & 12 - Publicity International Team - Blyth  
(Note: Special Date this Month)  
Sunday, December 19 - Orbiteer Monthly - Kearney Mesa  
(Note special Date this Month)  
Saturday, Dec. 25 - World Wide Annual - North Pole & South  
(All who enter are winners)

Indoor Flying Session: Clarence Mather has arranged for the use of the gym at the North Clairemont Community Center for Friday, November 26, 7:30 PM to 10 PM. All classes of indoor: Scale, HLG, Mike, Easy-B, Etc. No Radio Control over 67 Grams permitted.

MEETING NEWS

Friday, December 10, 7:30 PM - Clairemont Community Center -  
Election of Officers.  
Club Photo - Wear white shirts, please.  
Show-off time - Bring all your latest models.

1966 Club Officer Nominations

<u>President:</u>	Clarence Mather Jerry Simpson
<u>Vice-President:</u>	Billy Harvey Jim Larson
<u>Treasurer:</u>	Roger Jenson Fudo Takagi
<u>Secretary:</u>	Howard Harvey Don Sloan
<u>Program Director:</u>	George Howard Larry Simpson
<u>Publicity Directors:</u>	(2) Robert Ferguson Russell Merrill

## SEEN & HEARD

TOO MANY CONTESTS? Many of us in Southern California have thought so for some time now. Now at last, the L. A. Groups are planning to do something about it. Or at least to try and do something. A proposal made at a Free Flight Association meeting held recently, was to have the various clubs join in one big contest sponsored by the four L. A. member clubs. In addition, each club would retain their various "annuals". This, of course, would still leave plenty on the schedule: 12 monthly contests and 4 annuals + S.C.A.I. meets + the Cal-Western + out of town meets + some others. Still sounds like a big load, but consider the 1965 schedule: 34 L. A. Contests, 16 Challenge contests, add the 6 FAI Elim's in the area, plus the three S.A.T. semi's, toss in the Fresno & Bakersfield monthlies, add the various "special" old-timer blasts - compute the many indoor meets and then add the Phoenix Southwestern Championship!!! Too much of a good thing? It's ~~so~~ just to list them all! Of course, this does not include any C. I. or E. C. contests.

Thanks to the efforts of Dave Linstrum of Manhattan, Kansas, the United States will send a ten plane field of proxy flown coupe d' Hiver's to the big Winter Cup Championships this coming February in France. The Orbiteers will have three members planes: Fudo Takegi's Rodger Taylor's and Pluto Shimezu's. The other seven are: Dolby, Chas. Sotich, Monts, Elyea, Schroder, Fwehr and Linstrum.

Al Vela has been showing a new version of his F.A.I. motor mount which he hopes to start marketing very soon. The mount will be made for .049-.051 and .15 size engines at first. It is the most beautiful and highly practical mount we've seen - cost will be around \$8.00/each, but well worth the price: All machined from high grade aluminum and polished highly.

Clarence Mather has volunteered to be our official club record keeper. This should provide a lot of fun, knocking each other out of the top spot. Clarence plans to post the existing records at the club meetings from now on, so come see where the easy marks are.

Your Editor has really been getting the needle of late for missing a month of publication. I could give many reasons for this, none of which you would accept I'm sure. The real reason however, was planned. Our plan is to gain STATURE in the model press world. However, we have a long way to go to achieve the eminence of such publications as "Scatter", (So. California Acro Team), three issues in 1965; Illinois M.A.C. same story; The Minneapolis Club missed three months, and so on. Given half a chance and much more experience, we may also achieve this.

Late news on the Fall International Postal contest was just received by Fudo Tagagi-: The Orbiteers placed second to Czechoslovakia in Coupe 'd Hiver and third behind two Check teams in Al. Looks as though we handled the rest of the world in fine shape, but are still having trouble with the Iron Curtain.

MODEL OF THE MONTH

Editors Note: We had asked "Pluto" to draw up "his" Coupe 'd Hiver with the intention of including it in our "First Annual" edition next January. He finished the drawing and p report Saturday, October 30 - Clarence Mather was good enough to put it on the ditto master for us. (RS)

SWIPE DIP

By Haruto Shimazu

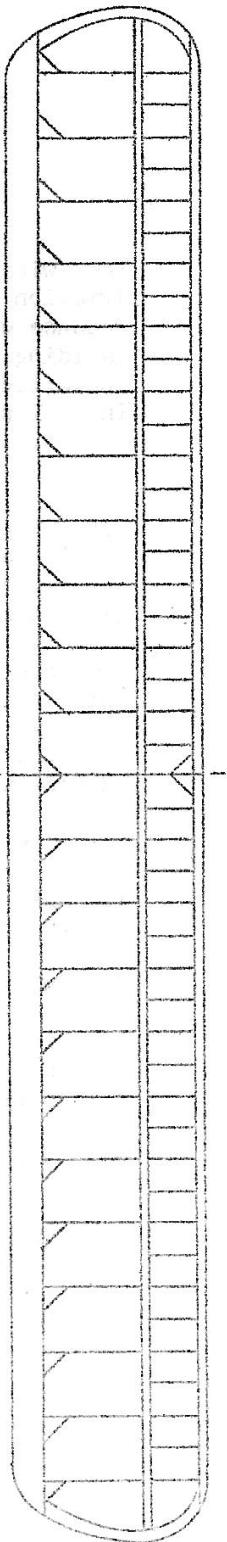
The Swiped Dip is actually Charlie Sotich's Marf Dip featured in Model Aviation (January '64) to which an original fuselage was made simply because wood sizes required for his were not in my wood pile. The building of this model was prompted by my having a Sears, Roebuck drill converted into a beautiful winder by the Emperor's pride and joy, Fudo. This, I suspect, was Fud's way of shaming me into building gum-band models. Building a Wakefield was too much--so, logically, a Coupe de Hiver was just the right ticket.

From completion of the Swiped Dip I've had nothing but pleasure for this model has been a "flying instructor" from which I've learned a few things about flying rubber models. A short hub, for example, caused inconsistent glide turn characteristics because the prop wouldn't fold properly each flight. Increasing prop diameter and/or pitch increased power duration, but when over done was detrimental for the Coupe de Hiver has to ROG in actual competition. And winding--here is the big secret--especially in this event for one is limited to only 10 grams of rubber! It's really no secret but one has to wind many, many times to get the feel. Rog Taylor advises winding this way:

1. Stretch motor three times original length and put in 25% winds.
2. Wait for motor to relax then stretch to four times original length and add 50% more winds.
3. Put in the final 25% coming in slowly.

To this may I add --- wind fast and don't chicken! Incidentally, if some of you doubt this method, Rog is able to pack 468 turns on a six strand regulation motor!

All this sounds as if the Swiped Dip has been only a learning experience. While it was, however, it has given me (thanks to Charlie) hours of outstanding flying as well as the Club Coupe de Hiver perpetual trophy for a while at least.



Based on "Dwarf Dip" by Charlie Sotich

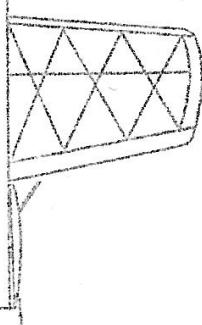
Prop - 16" diam 26" pitch

37 sec motor run - 420 turns

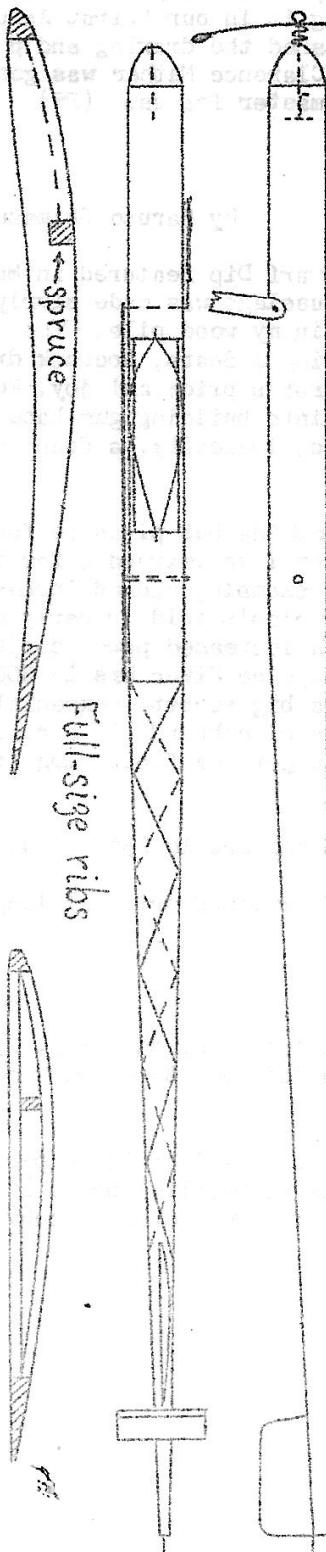
6 strands Pirelli - 10 grams

Flys Left-Left  
Down thrust  $60\% \oplus$

Incidence  
Wing  $\frac{1}{16}''$  + Stab  $\frac{3}{32}''$



Full-size ribs



← Spruce

SWIPE DIP  $\sqrt[4]{4}'' = 1''$

by Haruto Shimagu 10-30-65

AERO BIOGRAPHY

By: Russ Merrill

Perhaps this article belongs under the "Old Timer's" column, as so ably written by Bill Thompson since I have been building models off and on since 1932. A native San Diegan, I traditionally admit to being only 29, altho at the age of 13, in 1937, I joined the San Diego Aeroneers Model Club along with my old friend Herb Mills. As did many boys in the early '30's, I built a great many solid state models. Hand carved, of course, not plastics all the time. I find two old aeroneer models in my "bits of time" box with some listed below.

I learned a great deal from the older guys in the Aeroneers and entered into building free-flight models. I can still vividly recall seeing my first old Korda Wakefield flying off over the buildings in the North Park area. Altho time dims the memory somewhat, I can still recall building such old timers as the Zipper, the Ranger, the Comet Sailplane, Valkyrie, and my favorite of all at the time, the Buccaneer Special. (At least it flew the best!)

After a stint at flying full scale types during WW 2, I started building and flying again while in college, again with my old friend Herb. We seemed to fly mostly scale models during this time as near as I can recall.

In 1950, I saw my first sports car race at Palm Springs and promptly abandoned all else to return to racing. Sports cars this time instead of a V-8 60 midget. As does Clarence Mather recall fond memories of the old time modelling greats in the east, I also cherish memories of such men as the late Walt Faulkner, with whom I worked side by side every day, billy Vukovich, Ward Holder, Rodger Ward and many others.

Between 1951 and 1955, I managed to win 13 out of 16 races entered and placed second twice. My old MG won its last race and blew up on the finish line, loyal to the end as any old MG owner will tell you. Ask Art Gunnert, he owned two excellent ones. I bought 3 more MG's, a Jaguar and a Porsche Speedster but could never find another car that behaved exactly the way that I wanted, so retired to racing a 225 Hydro and a sailboat out of the Mission Bay Yacht Club.

Two years ago as a nerve therapy, under doctors orders, I started to build models again. I must give due credit also to my good friend Norm Davison for rekindling the modeling interest and my introduction to the San Diego Orbiteers. The current designs and building methods seem so strange to me that I really feel like a rank beginner all over again. As some of you know, I have been trying for over a year to get my old Jabberwock to turn in just two consistently good flights. I intend to keep trying until it does behave or disintegrates. I am also building a half size 1935 Miss America for R/C and an old PAA load  $\frac{1}{2}$  A ship at the present.

I have appreciated more than words can express, the wonderful friendship and fellowship of all of the Orbiteers. I can only hope that this relationship may continue for many years to come. Now that I have an export-import license, I sincerely hope to be able to help some of you also, if only in monetary savings instead of modeling advice.

THE OLD TIMERS

By Bill Thompson

In the March issue of Model Airplane News, Walt Schroder printed a letter from a George A. Page, Jr. This writer has been wanting to comment on this letter for quite awhile and at last have gotten around to doing it.

Mr. Page, as you may recall, is 73 years old and a former designer with Curtiss Wright. During his career he was involved with over 100 designs and was the originator of a few of them. In his letter he proposed that model aviation start its own Early Bird Society. He also made a statement that most old timers would heartily agree with. He said, "Heritage is important and why we in model aviation have done nothing to perpetuate it is beyond me."

Mr. Page should be very satisfied with the recent interest in old time models and engines. If the old timer movement died tomorrow, although it is only about 4 years old, it would leave behind a valuable contribution. Besides having supplied many an old timer with more fun than he has had in quite a while, it would leave behind valuable collections of engines and plans. Items that may not have been around for many more years are now saved. And who would have believed that in 1965 a fellow could go to the flying field and get pictures of some of the planes he knew as a kid?

Right now, such magazines as the Engine Collector's Journal are recording histories of engines and models that would soon have been lost forever. Much of this information is from personal recollection. Few realize how little data may have been left behind on a certain early model or engine unless they try to look it up. In the future, the engines and models of the year 1965 may be a little better documented, thanks to the model magazines of today and people like Peter Chinn. However, even then there will be questions. Many questions similar to those being asked today about engines and models of the 30's. And the people asking these questions have, in a sense, formed an "Early Bird Society". These old timers are doing something to perpetuate model aviation history!

On October 17th, the granddaddy of all old timer contests will be held at Sacramento. This writer would guess that this is the largest, oldest old timer event in the country. This year is number 5 for the Stockton Gas Model Association's event, and before the day is over probably 100 entries will be made. Like last year, there will again be 9 events. There will be old timer glow, ignition, rubber and tow line events. For the 4th year, this writer plans on making the 1100 mile round trip and will report back in this column next month. Possibly our 1100 mile round trip will not be the greatest distance travelled to this great contest!

Aubrey M. Darnielle of Billings, Montana defines the Collector's Reflex as follows: It is an instinctive muscular reaction evidenced without conscious thought by an experienced collector in a demanding situation. When a particular engine acquisition becomes difficult, the experienced collector's reflex mechanisms automatically go into action, and, in fully coordinated muscular patterns the following subconscious events are beautifully and effortlessly carried out:

1. The eyes close
2. The mouth opens
3. The fingers spasm.

Will see you here next month, I hope. In the meantime, build Old Timers! Lots of contests are coming up!

And some time later....

Bill wrote the following:

Y

THE OLD TIMERS

By Bill Thompson

On October 17, the Stockton Gas Model Association held their 5th Annual Old Timer's Meet near Sacramento. Saturday had been very windy, but clear and warm. Sunday morning did a repeat, but since there were contestants from one end of California, to the other, the contest couldn't be postponed. Some of us elected to fly early, while others waited for the wind to ease up a bit. The casualty rate was very high among the early flyers and this writer alone accounted for three "wipe-outs". Those who gambled on a calm afternoon hit the jack-pot and had as nice weather as you'll ever see. Following are the winners in all of the events at the great annual contest.

GLOW CLASS I (.010 to .250 C.I.D.)

1.	Bud McNorgan	Interceptor	12.17
2.	" "	"	10.53
3.	Bill Bowen	Rocketeer	9.35

GLOW CLASS II (.255 to .99 C.I.D.)

1.	Ed Ghiorzoe	Westerner	15.00
2.	C. K. Graham	Zipper	11.48
3.	Ed Ghiorzoe	Westerner	10.28

CAHIN ONLY (GLOW OR IGNITION)

1.	Luther Simonian	Cloudster	11.33
2.	Earnet Kernoff	Powerhouse	9.51
3.	Max Bowman	Bombshell	9.43

IGNITION ONLY

1.	Larry Boyer	Ranger	12.22
2.	John Lorence	"	12.14
3.	John Lenderman	Dodger	11.41

UNLIMITED ENGINE RUN (ONE FLIGHT)

1.	Ed Ghiorzoe	Westerner	6.26
2.	Frank Gallo	Bombshell	3.23
3.	Sal Taibi	Hornet	2.59

RUBBER CABIN

1.	Marty Thompson	Korda	7.48
2.	Nick Sanford	"	6.59
3.	Roger Gregory	Flying Cloud	1.32

RUBBER STICK

1.	John Lenderman	Gollywock	8.48
2.	Roger Gregory	Thermalier	8.32
3.	Ernest Johnson	Gollywock	6.21

TOWLINE GLIDER

1.	James Harvey	Floater	2.00
2.	Nick Sanford	Thermic 72	1.06

BEAUTY

1.	Karl Carlson	Comet Clipper MK II
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The next old timer contest will be put on by the SCAMPS. The date is November 21st and the place is Mile Square. The events will be pre '39 ignition, pre '43 ignition, pre '43 rubber and an award for beauty. Old time rubber flyers, here's your chance! See you all there!

ORBITTERS ANNUAL FOR 1965

Site: Lake Elsinore

Date: October 31, 1965

Sunday dawned bright and early for those of us who ventured up to Lake Elsinore Saturday afternoon to set up the contest site. After the big tent was rigged we were off to town for a much needed dinner, then back to the lake bed for a "Bull" session followed by a few winks of shuteye. Sure can't understand why Les Hill didn't want to sleep on the ground, how about that rattlesnake skin that was found in the bed of his pick-up truck the next morning.

Contestants started arriving not long after the break of dawn and soon the quiet morning air was pierced with the scream of engines being warmed up. First to fly was our Bob Ferguson followed by Wes Woodrey. Bob Maxed at 5:03, moments later Wes dropped in at 5:00 flat! Ed Dolby from Phoenix put up his first of three maxes with an excellent "Unlimited". After all was said and done, the air in the morning was as good as it was going to get.

Several new innovations were noticed, first was the timers calling out the last five seconds of the engine run and the other was the cry for "Contestants" mixed with the usual cry for "timers".

The contest spirit was dampened with the passing of one of the Orbiteers, Pluto Shimazu who suffered a fatal heart attack while walking after his A-1. Despite prompt aid and a fast trip to the hospital by Sal Taibi he didn't pull through. This was a great loss for those of us who were privileged to know and fly with him. Ironically Pluto won two second places and emerged as the winner of the "Sweepstakes" and "Testors" best finish awards.

Of special interest was Bill Harvey entering his first A.M.A. contest as a Junior. Bill won the Junior Sweepstakes and Junior High time awards. Congratulations, Bill.

Before listing the final results of our annual, let me say that with the full support of the members the contest was a success. Special mention must be made to Tresea Ferguson. Without her we would not have had the use of the big tent.

Junior High Time - - - - - Bill Harvey

Junior Sweepstakes - - - - - Bill Harvey

Sr.-Open Sweepstakes - - - - - Haruto Shimazu

Testors Best Finish Award - - - - - Haruto Shimazu

Events	Entries Sr-Open	Entries Junior	Entries Total	Official Flights	No. of Maxes	% of Maxes
B-A	18	4	22	54	11	20.4
A	19	4	23	55	5	8.2
B-C	13	2	15	37	9	24.3
A-1	12	2	15	63	12	19.0
A-2	13	1	14	65	16	24.6
Unlim.	9	0	9	43	6	14.0

STANDINGS" $\frac{1}{2}$ A" Gas

<u>PLACE</u>	<u>TIME</u>	<u>CONTESTANT</u>
1	14:44	Ray Peel
2	13:08	Haruto Shimazu
3	12:47	Bill Harvey (Jr)
4	12:59	Toshi Matudsa
5	11:13	Gene Larsen

"A-1"

<u>PLACE</u>	<u>TIME</u>	<u>CONTESTANT</u>
1	10:44	Harold Thompson
2	10:43	Russ Seley
3	10:16	Rodger Jensen
4	9:50	Ed Eliot
5	8:44	Jim Larsen (Jr)

"A"-Gas

<u>PLACE</u>	<u>TIME</u>	<u>CONTESTANT</u>
1	14:47	Mark Beach
2	12:25	Haruto Shimazu
3	12:22	Bob Patchin
4	12:20	Howard Harvey
5	12:12	Ray Hansen

"A-2"

<u>PLACE</u>	<u>TIME</u>	<u>CONTESTANT</u>
1	13:44	Clarence Mather
2	12:51	Dick Gildersleeve
3	11:15	Pierre Brun
4	10:58	Dick Dolby
5	9:22	Jim Trego

"B-C" Gas

<u>PLACE</u>	<u>TIME</u>	<u>CONTESTANT</u>
1	14:31	Al Vela
2	14:06	Wes Woodrey
3	14:00	Vic Cunningham
4	13:27	Curt Stevens
5	13:25	Bob Ferguson

Unlimited Rubber

<u>PLACE</u>	<u>TIME</u>	<u>CONTESTANT</u>
1	19:43	Ed Dolby
2	10:59	Brian Donn
3	9:43	Ray Berens
4	8:29	Gene Wright
5	7:08	Forrest Allen

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