

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

NOVEMBER 2018



The Prez's Corner – Don Bartick

I'm not sure how many years I've been your President, but it's been a long time. I didn't agree to a life term. As such, a year ago at the 4th Quarter Board meeting, I provided a 12 month notice that my Presidency/Chairman, Board of Trustees would end December 30th, 2018. With that said, next month at the 4th Quarter Board meeting we will be holding election of Officers amongst the Board members. Keep in mind that we're still looking for a member to volunteer to fill the vacant Board position. Anyone out there in Orbiteers land that is interested in this position, please contact me. The Board is responsible for plotting the course of your club. Fresh ideas are always welcomed.

As I mentioned last month, the Perris field was being invaded by tons and tons of mulch. Bernie Crowe, the SCAMPS President took it upon himself to contact the farmer who leases the property and the trucking firm bringing in the mulch. The invasion of the mulch on our launch area was halted. Bernie also brought in the AMA Field representative to advise the farmer on the available insurance provided by AMA at no cost. Bernie also offered to work out same compensation for lost of revenue by excluding our flying field. The farmer had no interest in any of the offers. He would prefer keeping a very low profile. The plan is to till the mulch into the existing soil and after 3 years consider farming the area. I also mentioned that Bernie was promoting the formation of an Alliance of model clubs that use the field. A meeting was held November 13th with representatives from the Orbiteers, SCAMPS, Scale Staffel, Oasis FAC Squadron and the FAI group. We agreed to sign the

Perris Free Flight Alliance. The Objectives are:

1. Communication between the participants
2. Maintenance of a common schedule
3. Communication of the rules of use within each participant group
4. Selection of a rotating spokesperson to interface with AMA

Orbiteers member Lance Palmer acquired a Digital Torque meter for Indoor models. It was designed by Jake Palmer. The case is 3D printed. The mechanism is from a digital scale. Readings are in inch-grams and inch ounces. Lance was at the Free Flight Alliance meet. He asked if I would take the Torque meter and offer it as a prize at one of our indoor contest. I agreed. Therefore, I will offer it as the 1st place prize at the next P-18 event. This is the fairest competition since it is new to all of us and even our novice indoor competitors are very competitive in the P-18 event. So keep this in mine.

I've completed the construction, covering and doping of the Joulebox Mark III E-36. The next thing to be done is installing the motor and electronics. This will be a challenge for me in that as a Mechanical Engineer, I hate wires. Hope it works for me.

That's a wrap for now.

Remember: "Simplicity is the ultimate sophistication."

Leonardo da Vinci

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ORBITEERS MEMBERSHIP DUES

Annual Membership - \$20
Lifetime Membership - \$250
Non-Member Newsletter Subscription - \$15
Junior Members 16 years old or younger - Free

Submit Dues to Club Treasurer:

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THE FINE PRINT THE FINE PRINT

El Torbellino is the official newsletter of the San Diego Orbiteers, an Academy of Model Aeronautics (AMA) Charter Club (#1113) and a California not for Profit Corporation. This newsletter is sent monthly to all paid members, selected exchange and magazine editors. Non-Members may subscribe at \$15.00 per year within the U.S.A., offshore price will be adjusted to reflect the postage required. Materials from El Torbellino may be reproduced on an unlimited basis by other publications, but proper credit is requested.

ORBITEER WEB SITE

www.SanDiegoOrbiteers.com

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Bliss by Harry Bliss





Origins and History of My Free Flight Hobby

By Mike Jester

Like many young boys did in the 1950's and 1960's, I played a lot outdoors with simple balsa wood gliders like the 10 cent North Pacific STRATO. I also flew rudimentary rubber powered stick models like the 25 cent SLEEK STREEK. When I was a teenager, I received a brand-new plastic COX .049 control line Corsair as a gift. If my memory is correct, that Corsair only ever made one or two circles in flight. Then, while still a teenager, I tried to build a few stick and tissue models using GUILLOWS kits. I don't think I ever actually completed one to the point where it could fly. I had no chance of achieving flights over 15 seconds with my GUILLOWS kit models as I had no mentor to teach me trimming. Years later, when I was in my early thirties, I made a few flights with a 2-channel gas-powered RC foamy that I purchased. I learned that I could fly the model while it was traveling away from me, but I could not easily adjust to controlling the model when it was traveling towards me.

Fast forward to the early part of the 21st century. I was drafted to be the coach for my daughter's middle school Wright Stuff team in Science Olympiad as apparently no other parent had experience flying model airplanes that exceeded mine. Wright Stuff airplanes are basically 8-gram indoor duration rubber powered stick models. While I was coaching Wright Stuff, my students were fortunate to be mentored by John Hutchison, a long-time member of the San Diego Orbiteers who is a master in all types of free flight modeling. With lots of attention to detail and a great deal of practice, the Wright Stuff teams I coached won a half dozen gold medals in both the San Diego regional, and Southern California State Science Olympiad competitions at both the middle school and high school levels. By 2008 I was hooked on free flight. Much of what I know about free flight came from John's patient and expert guidance.

I built my first indoor Phantom Flash, A6, and Limited Penny Plane (LPP) models in the 2008 - 2011 time-frame. Thank goodness I took advantage of the opportunity to fly for a whole day in one of the blimp hangars in Tustin, California in 2011 and then again in 2012. That is no longer possible. Indoor AMA records have been set in that amazing CAT IV site.

Sometime around 2012 John gave me a Herr Engineering kit for a 30-inch wingspan Fairchild 24. With his help, I was able to build, trim and fly that model successfully in outdoor Flying Aces Club (FAC) contests put on by the San Diego FAC club, the Scale Staffel Squadron. At John's urging, I soon built my first P-30, a Square Eagle, and won my first P-30 contest I entered with the same. In that contest I enjoyed beginner's luck with thermals at the old Otay Mesa flying field used by the Orbiteers for forty years. Flying there, and losing planes over the U.S.-Mexico border, is no longer possible as the land is being developed.

A few years ago, I purchased a Pirate P-30 and a Candy G coupe from STAR-LINK FLITETECH. These "high tech" were models built in the Ukraine and they certainly lived up to their reputations as good fliers. Since 2015, trips to contests in Eloy, Arizona, Perris, California, and Buckeye, Arizona have added to my outdoor competition experience. I continued to fly indoors, building several more A6 models and a couple of more LPP models each with the hope of getting ever closer to the minimum legal weight. Stan Buddenbohm graciously gave me a Pathfinder outdoor catapult launched glider (CLG) and I had many good flights with the same. Most of what I know about CLGs came from Stan's tutelage. When it comes to building and flying catapult and hand-launched gliders, there is nobody more accomplished than Stan. He is a wonderful mentor as well.



Mike Jester launching his Gollywock at WESTFAC V - photo by Arline Bartick

In 2014 I built my first Old Time Rubber (OTR) model, a Gollywock. While this model came in heavy at 75+ grams, it turned out to be an excellent, durable flier. Over the past four years my Gollywock has achieved many maxes. As time went by, I realized that I am not an artist, nor a great craftsman, and therefore lack the skill set needed to build a good scale model. My few entries in the Rubber Scale FAC event have proven this. Therefore, in outdoor free flight I prefer the Embryo, P-30, coupe and OTR events. Indoors my interests now focus on A6 and LPP. Starting last year, I became enamored of the new P-18 provisional indoor AMA event.

So now in 2018 I have a half-dozen P-30 models, three coupes, numerous outdoor FAC models and a half-dozen OTR ships. Indoors I have two flyable LPPs, three flyable A6 models, and three flyable P-18 models. My efforts at Phantom Flash and No-Cal have gone dormant, as I seem to only be able to build models of this type that are too heavy or that develop serious warps. I have several good outdoor CLGs. I love the complexity and challenge of indoor and outdoor CLGs, but I need to overcome my nasty habit of knocking off the tail feathers when launching.

A few years ago, Kang Lee, a two-time world F1D champion, politely pointed out that in order to be really good I would need to concentrate on one event. But I enjoy the variety of the free flight models that I build and fly. The comradely and generosity of other fliers is a bonus. As a retired (and recovering) patent attorney, I like reading plans and working with my hands. Free flight has become my principal hobby. It is cheaper than golf, and better for my back.



San Diego Orbiteers - Outdoor Contest Results - October 21, 2018 - Perris, CA

(Photos by Arline Bartick)

P-30

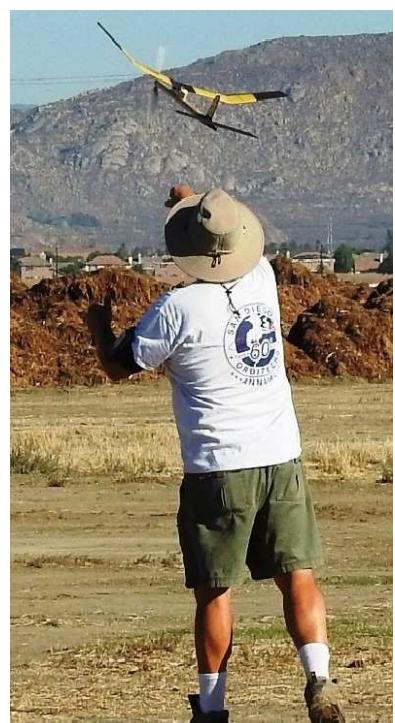


Flier	<u>Total of 3 flights</u>			<u>Total</u>	<u>Rank</u>
Don Bartick	120	107	120	347	1
John Hutchison	74	120	94	288	2
Mike Pykelny	70	67	60	197	3

No Orbiteers fliers chose to officially fly in either the Power event or the Glider event.



Mike Pykelny



Clint Brooks



Linda Piazza – Sweet Treats for flyers



Don Bartick

San Diego Orbiteers - Outdoor Contest Results - October 21, 2018 - Perris, CA

(Picture Page)



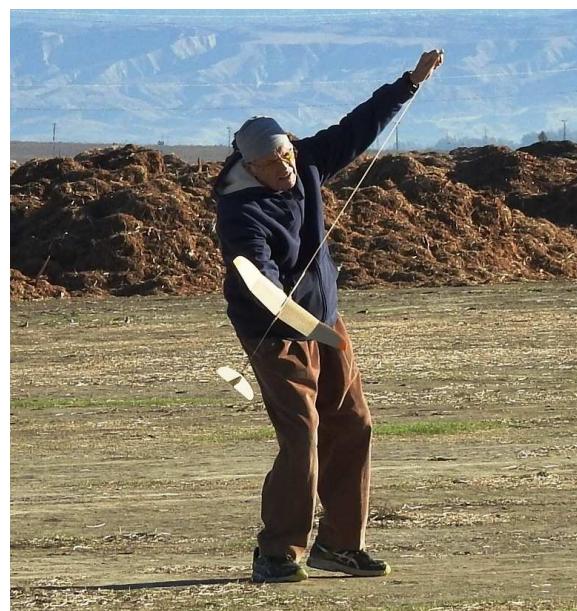
P-30 Mass Launch



Stan Buddenbohm



Lee Heinz



Ralph Ray →

Photos by Arline Barkick

COMMENTARY

INSIDE BUSINESS AVIATION **WILLIAM GARVEY**

THE PLACE IS 6 MI. SOUTH OF
Woodruff, a small, former mill village in the
“Upstate” of South Carolina—which is to
say it’s not near much of anything except

farms, fields and open space. And that’s the point, really.

When Pat Hartness’ neighbors started to become concerned about the growing popularity of the remote control (RC) aircraft fly-in he held each year at his home in Greenville, also in the Upstate, he decided to find a location far removed from the madding crowd.

What the businessman/pilot fixed upon was a 400-acre tract, part watermelon patch, part wooded area, that had once been within a sprawling antebellum plantation and was up for sale. He bought the property and then, with the help of friends, hobbyists and volunteers, began felling trees—literally reshaping the land to his vision. What evolved over the 20 years that followed is extraordinary in design, purpose and popularity.

Nothing Else Like It

Fun, fellowship and hospitality

Welcome to Triple Tree Aerodrome (FAA identifier SC00), the “Home of Fun, Fellowship and Hospitality.” Officially a nonprofit organization (tripletreeaerodrome.com) to which Hartness donated the land, the facility is quite possibly unique in this world.

Some facts worth considering:

- Although an uncontrolled field, SC00 features a World War II military control tower atop a rise adjacent to the runway. Dismantling, moving and reassembling it actually cost the venture more than constructing a new one.
- At the outset, Hartness and volunteers built a large dam to capture a creek’s flow; the resulting mile-long lake now welcomes sea- and floatplanes.
- The airport features a large lecture hall for imbuing grammar school teachers and students with air mindedness, and adjoining it is a room full of simulators to help provide an entertaining and instructive hands-on experience in the art of flight.
- Dotted throughout the site are gazebos and patios to accommodate large picnics, barbecues, cocktail parties and corporate gatherings. In addition, there are shower facilities, campsites, and hiking trails threaded through the landscape.
- A pair of hangars house antique aircraft, amateur-built aircraft, RC models and an 85%-scale model Cub designed to spread the ashes of pilots who have Gone West.
- Forty-seven full hook-up sites for visiting trailers and recreational vehicles are available for extended stays.
- Maintenance equipment includes one of the largest, multiple-blade devices ever conceived because the surface of the airport’s single, 7,000-ft.-long X 400-ft.-wide

Runway 3/21 (with 2,500-3,000 ft. of overrun) is 100% Tifton 419 Bermuda Grass, which equals nearly 85 acres of lake-fed, growing green carpeting.

Why all this? Simply to share Hartness’ love of things that fly and the people who fly them. His ardor began in childhood when he started flying control line model airplanes, and then RC units, before advancing to aircraft that actually carried him aloft. He remembers one RC session in which adults made him feel unwelcome and vowed then to ensure children would be respected at any aviation venue he would oversee as an adult. And Triple Tree is very much a place for kids young and not so young.

The airport hosts a half-dozen large aviation gatherings each year (with more in the planning stages) involv-



TRIPLE TREE AERODROME

ing both model and full-scale flying machines.

The RC event that gave rise to Triple Tree is now called the Joe Nall Week, in memory of Hartness’ life-long friend and National Transportation Safety Board member, who perished in an airplane accident in 1989. The annual gathering, now in its 37th year, attracts 20,000 people from throughout the U.S., along with international modelists from as far away as Israel, South America and China.

As for full-scale aircraft events, some 3,000 visitors attended this summer’s weeklong Triple Tree Fly-in, which included 700 aircraft, ranging from Stearmans and Cubs to a perfect Grumman Goose, along with campers galore. Next up, the “Chilly Chili Fly-In & Lunch” on Feb. 9, 2019.

To help extend its reach into the next generation, Hartness and his directors this year enticed Robb Williams, a former professional pilot and educator who most recently served as executive director of the Lakeland, Florida-based Sun ‘n Fun fly-in, to serve a similar role at Triple Tree. Williams’ agenda includes instituting scholarships for those with an avid interest in aviation and expanding outreach to teachers and students in the area.

Williams says of the site itself: “It’s just beautiful here. There’s nothing else like it in this world.” ☰

William Garvey is Editor-in-Chief of Business & Commercial Aviation

Orbiteers - Indoor Contest Results - November 4, 2018

(Photos by Arline Bartick)

Limited Penny Plane

<u>Flier</u>	<u>Best 2 of 5 flights</u>			<u>Total</u>	<u>Rank</u>
Mike Jester	254	274		528	1
Richard Wood	234	247		481	2
Don Brent	170	195		365	3
Don Bartick	153	161		314	4
John Hutchison	70	unrecorded		70	5



Scale Staffel - Indoor Contest Results - November 4, 2018

No-Cal

<u>Flier</u>	<u>model</u>	<u>3 flights</u>			<u>Total</u>	<u>Rank</u>
Richard Wood	Zero	140	143	172	455	1
Mike Jester	Pilatus Porter	28	32	38	98	2
Walter Ainslie	Prairie Bird	25	DNF	DNF	25	3



Chan Mun Kim Canard

Canard Mass Launch - T-Minus 3 seconds and counting



Mass
Launch
Award



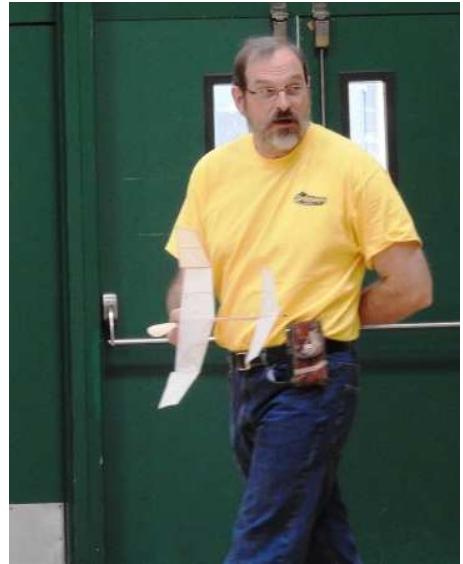
T-Zero and launch →

Orbiteers - Indoor Contest Results - November 4, 2018

(Photos by Arline Bartick)



Mike Jester



Walter Ainslie



William Scott



November 2018 Indoor Flight Line



Nick Panousis



Richard Wood →



Orbiteers - Indoor Contest Results - November 4, 2018

(Photos by Arline Bartick)



Don Bartick



Stan Buddenbohm



Don Brent

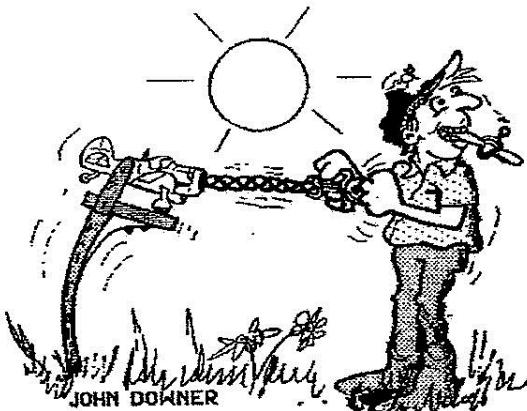


Mike Jester



Chan Mun Kim





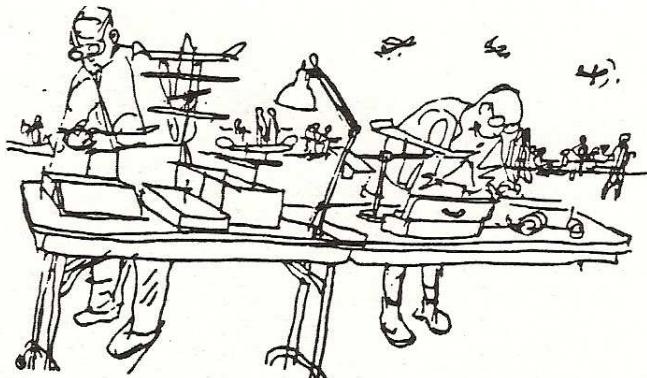
2018 OUTDOOR FLYING SCHEDULE

All are AMA Sanctioned & National Cup Events

Nov 25 - **Old Time Nostalgia Rubber**
E36/Power & HL/Catapult Glider
(Nov 25TH rain date)

Dec 9 - **Coupe**
E36/Power & HL/Catapult Glider
(Dec 16TH rain date)

* Non-Club Points Event



2018 INDOOR FLYING SCHEDULE

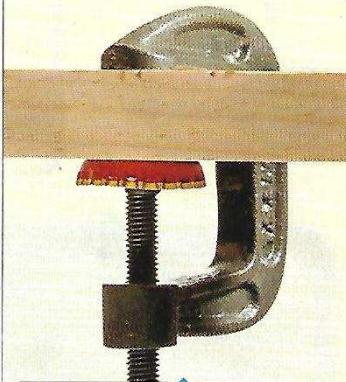
Dec 2 - P-18 & Embryo*

*Non-Club Points Event

KNOW-HOW

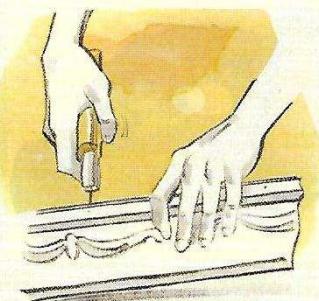
Bottle Caps Protect Clamped Surfaces

If you're clamping a surface and you're worried the clamp isn't sufficiently padded to keep it from marring the surface, try putting a bottle cap between the clamp and the workpiece.



Tape Prevents Jagged Plywood

On plywood, a table saw can cause the veneer to splinter and separate. A quick fix: Along the path the blade will travel, apply masking tape to both sides of the plywood. Remove it when the cut is finished. The tape holds the wood fibers in place.



A Better Way to Remove Nails From Trim

During a renovation, you may want to preserve old trim or molding—if it's exquisite, and your house is old enough, it'd probably cost an arm and a leg to reproduce. Once you've taken it off the wall, you need to remove old nails. You could hammer the tips to back them out of their original holes, but that would ruin the face of finished trim. Instead, assuming they are finishing nails with small heads, grip the shaft with locking pliers and use a rocking motion to pull them through the back.

ILLUSTRATIONS BY KAGAN McLEOD

NFFS 2019 CALL FOR PAPERS

Model aircraft have evolved for centuries and it is not just a USA thing. First there were basic gliders, then elastic bands, ignition motors, glow engines, new construction methods, new adhesive and finishing materials, you name it. With each technological advance we Free-Flighters have embraced new technologies, leading us to changes we only imagined, and in many cases didn't expect! Many factors influence the evolution of our aircraft and the way we operate them, though--not simply technological ones.

We now have over 50 years of NFFS Symposia under our belt and during this time we've seen and documented much of the changing Free Flight landscape. As we kick off another year, the persistent question remains...*not what is the future of Free Flight, but what will Free Flight look like in the future?* So--with one view to the past and the other looking forward, we'd like to offer a theme for the 2019 Symposium: **Evolution in Free Flight - The Need of Invention**

While we'd much prefer to hear your thoughts on this theme, we offer a few teasers or ideas for you to ponder, in no particular order:

- **Articles we are looking for want to have a premise, not just a presentation. Why is your article/model created? Where will your technology take model aircraft? Need spurns invention. How have we ridden that fine line between max performance and practicality?**
- Evolution of any particular aspect of free flight aircraft airfoils, aerodynamics, engines, propulsion, timing & control devices, composite materials, e.g. why did the introduction of carbon fiber influence your designs--or electric motors and systems.
- Rules, technical implications of rule changes at any level... FAI, AMA, Indoor:
 - Our most stable rules--what are they and why have they remained successful? What are the fundamental attributes of a great competition rule?
 - What rule changes might we be on the verge of making? What pressures are there on our present rules--which may really be, **what has become of our airplanes and events and what will become of our airplanes as rule changes are implemented?**
- Entry & Exit of Free Flighters into and out of the hobby. Where do they come from? Where do they go? What attracts them? What dismays them? What converts spectators into passionate participants? Your successes and failures pursuant to getting new flyers? (*suggests data survey?*)

Put your imagination to work and submit a topic you wish to pursue for inclusion in the 2019 NFFS Symposium.

If similar topics are received, we will make an effort to put those authors together for a collaborative article. If you've been kicking around an idea for an article that doesn't quite match this theme (for instance, a purely technical article on construction or aerodynamics), submit it anyway! Maybe with the addition of a little context, it could very possibly find a home in the 2019 National Free Flight Symposium.

Submit a synopsis of your proposed article with title and/or idea, preferably with an outline of your topic and what your article will be about as soon as possible to:

Rick Pangell, Your 2019 Symposium Editor, 6994 So. Prescott St., Littleton, CO 80120

Phone: 303-798-2188 Or E-mail: themaxout@aol.com

The preferable format would be electronic in Microsoft Word format.

Email is a wonderful method of contact.

SAN DIEGO ORBITEERS
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WHAT'S HAPPENING -

November / December 2018

Nov. 25 - **Orbiteer Outdoor Monthly**
SCAMPS Field, Perris CA, 8:00 am.

Feature Event: **Old Time Nostalgia Rubber**
Other Events: **E36/Power & HL/Catapult Glider**

Dec. 2 - **Indoor Flying**
Grossmont College (Upper Gym), 7:30 am to 11:30 am.

Feature Events: **P-18 & Embryo**

Dec. 9 - **Orbiteer Outdoor Monthly** (Dec 16TH rain date)
SCAMPS Field, Perris CA, 8:00 am.

Feature Event: **Coupe**
Other Events: **E36/Power & HL/Catapult Glider**

Dec. 12 - **Orbiteer Board Meeting**, 6:00 pm.
Don Bartick Residence, 22465 Casa De Carol, Ramona CA 92065-4429

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