

# EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

JULY 2021



## Chairman's Corner – Mark Chomyn

Fully vaccinated and now unmasked for a month (except Drs. apts.) I get a feeling that things are starting to feel like they are moving even closer to “normal”. Don’t know if you feel the same, but I get a sense that the general public seems a little more relaxed and there is an aura of optimism in the air as we rolled into the July 4 holiday. Hope you and yours had a great 4th of July. I am hoping that the joy we felt celebrating the July 4th holiday doesn’t result in a “spike” that finds us subject to the “old” restrictions. Let’s hope not.

A bright spot in our hobby/sport is that the word “cancelled” is finding less frequency in the listing of contests in the local clubs, NFFS and AMA free flight contest schedules. The AMA Nationals which were cancelled in 2020 are on schedule this year for July 20 – 29. So, if your bucket list includes taking a trip either as a spectator or competitor at the AMA Nationals in Muncie Indiana, it’s a great year to do that. I’m thinking that attendance will be pretty strong considering the pent-up energy after last year’s COVID cancelled Nats. There is also an added benefit for Orbiteers to visit the AMA headquarters and museum in Muncie. That benefit would be to view the brick located on the AMA Walk of Fame honoring long time Orbiteer and noted designer and flyer John Oldenkamp.

Although July begins our club’s contest “dark” period with regard to contest point events, the **Perris Sunday Flyers** will be flying in monthly events in July and August. The first event for the Sunday Flyers was July 11. Keep your eye on your email for the August date. Thanks to our contest coordinator Mike Pykelny for keeping these events going through the summer.

There is a syndrome known as “failure to launch”. It’s typically used to describe young adults who are having trouble becoming self-sufficient and taking on adult responsibilities. In past columns I’ve mentioned the building projects I was working on during the COVID pandemic. Those projects (literally) provide a new definition to the concept of “failure to launch”. The photo to the right shows an uncovered Scientific Yellow Bird. Following that is a red, uncompleted Cleveland Flemish Defiance. Next in line is a blue Comet Hellcat. Following the Hellcat is a bare bones Berkeley Culver Vee. The Culver Vee is especially significant to me as I was given the kit for my 12<sup>th</sup> birthday in 1961 but with my adolescent lack of skill, I was never able to complete the construction. What I found in the nostalgic building of the Vee, was that the construction was relatively light given the word-of-mouth reputation that Berkeley got in my youth for being a bit on the heavy side. But what we have here is an actual/factual example of “failure to launch”. That being, if you don’t finish the plane that you started, you will actually be unable to launch it. I’m hoping that this public admission of my failure to finish what I started will prompt me to take action and finish these builds. My target would be to



get all ready for the September 4-5 Scale Staffel event at Taibi Field in Perris. I think there's enough time to get them all done.

Well, that's all for now. Hope you and yours continue to stay healthy as we move through summer.  
Mark

*To invent an airplane is nothing. To build one is something. But to fly is everything.*  
*Otto Lilienthal*

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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**

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Webmaster: Kathy McLaughlin

## Stab Mounting for DT

By Mike Jester



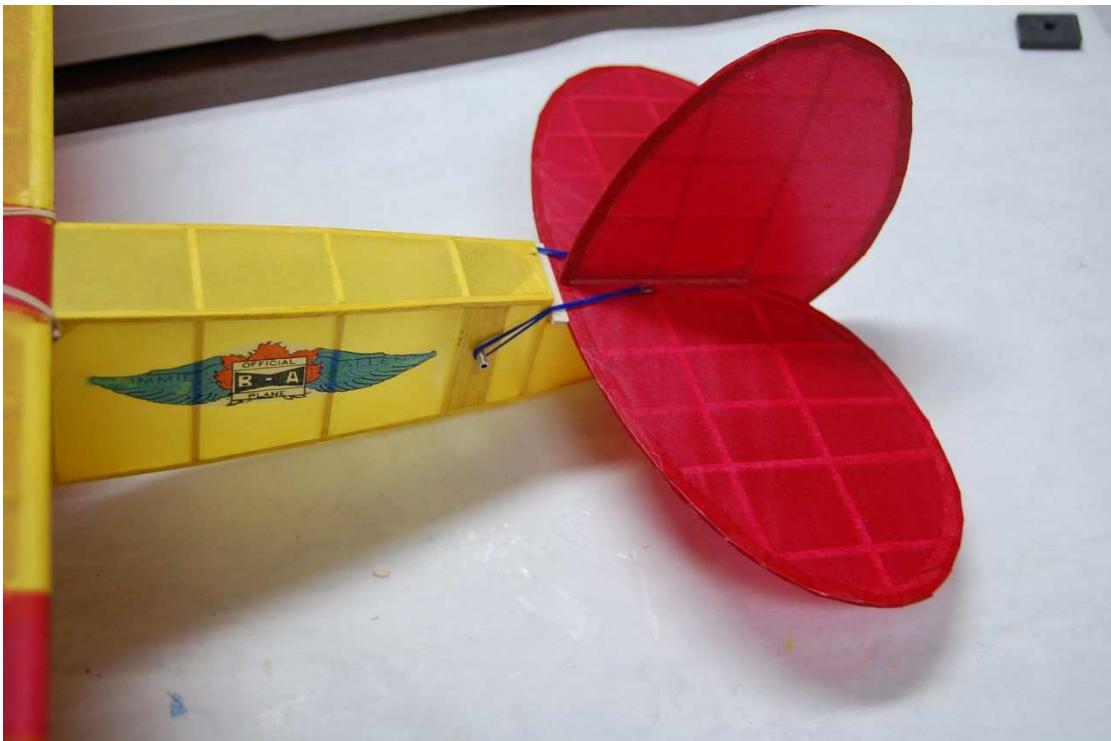
At an SDO contest last May I was flying my Korda C Tractor in the Old Time Rubber (OTR)/Nostalgia Rubber power event when disaster struck. I already had two official maxes in the books and wound for my final official flight, thinking I should be able to make it to a fly off. As I held my model after setting the de-thermalizer (DT) I heard a pop. I briefly inspected the model, but did not see any problems. When launched my Korda C would not climb but did several circles at 10 – 15 feet in altitude. Eventually it headed for the end of the row of cars parked next to the flight line and ran smack into the raised trunk lid of John Swain's sedan. The flight time for my third official was only 24 seconds and I was out of the running for first place.



**Mike Jester's Korda C Tractor - Pre-Accident**

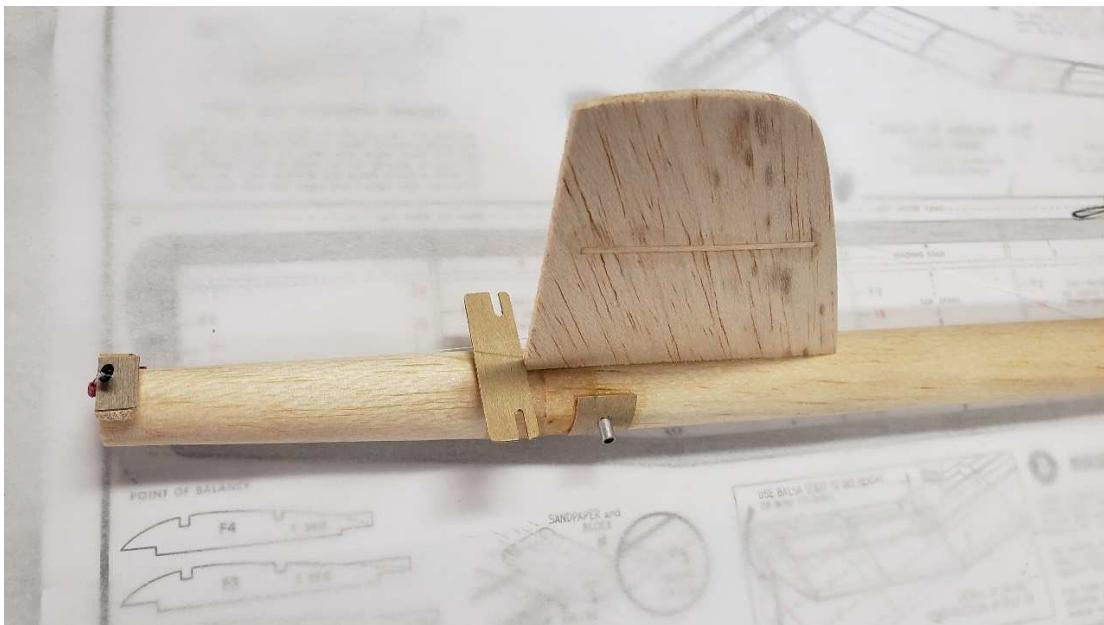
Fortunately, the wing of my Korda C came off and was undamaged. The tail feathers were also unscathed. Unfortunately, the hand-carved 17-inch prop had one blade broken off. The front end of the fuselage had its lower sheet panel torn away. I facetiously blamed John for the accident because he had left his trunk lid up. John politely refused to accept any blame for the accident. An after-action review with Stan Buddenbohm determined that the likely cause of the accident was the leading edge (LE) of the stab jumping on top of its 1/8 x 1/8-inch balsa wood stop, yielding positive stab incidence and insufficient decalage to allow the model to climb. I should have noticed the misalignment of the stab before launching.

The picture below shows the kind of stop for the LE of the stab that can result in the same disaster explained above. This is my Skokie which has so far luckily escaped the inadvertent positive stab incidence scenario.

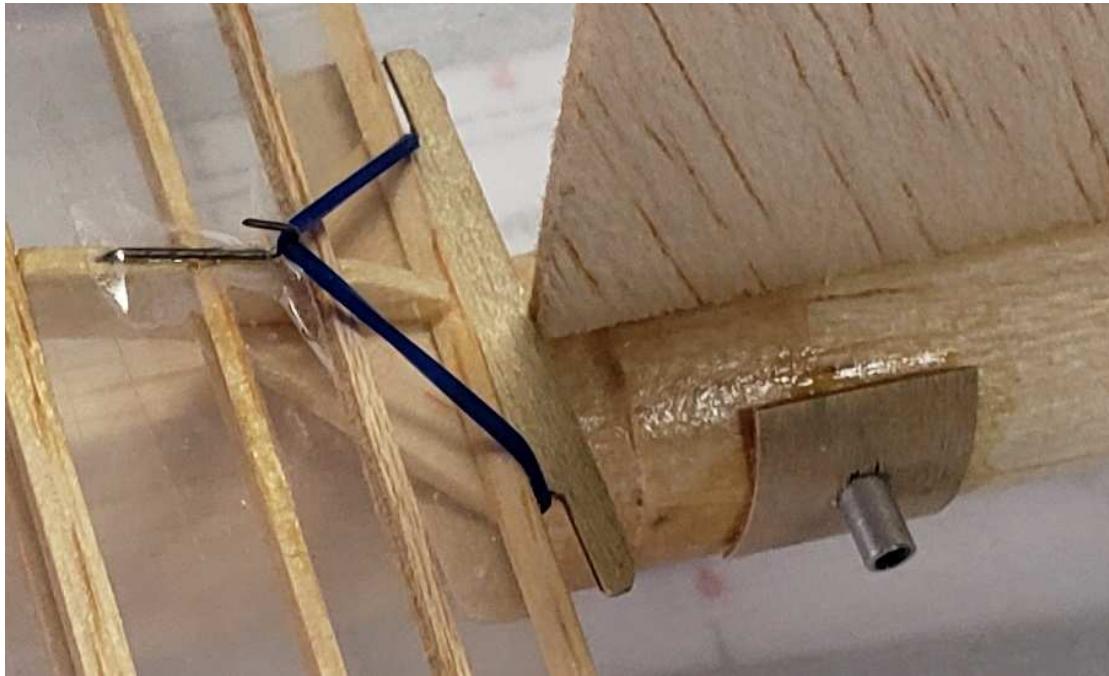


### **Improper Pivoting Stab Mounting on Mike Jester's Jimmie Allen Skokie**

I built my Korda C several years ago and have since transitioned to a different stab mount that eliminates the jumping stab problem. Stan recommended the plywood stab platform shown in the following picture. It has been around for a long time. I think I recall reading that it had its genesis with  $\frac{1}{2}$  A gas models. Of course, this mounting configuration is mostly suited for OTR, Nostalgia and sport models with a tilt-up stab DT. It is best to glue keys to the underside of the stab to maintain a precise angular adjustment of the vertical fin if it is joined to the stab. Many of the most popular coupe and P-30 models rigidly mount the vertical fin to the rear portion of the fuselage, ahead of the stab. With this configuration the hold down rubber bands provide sufficient alignment for the stab and you can probably get away without keying the stab. The small hold down rubber bands pass through the slots in the ends of the platform and over a hook in the center of the stab slightly aft of its LE.

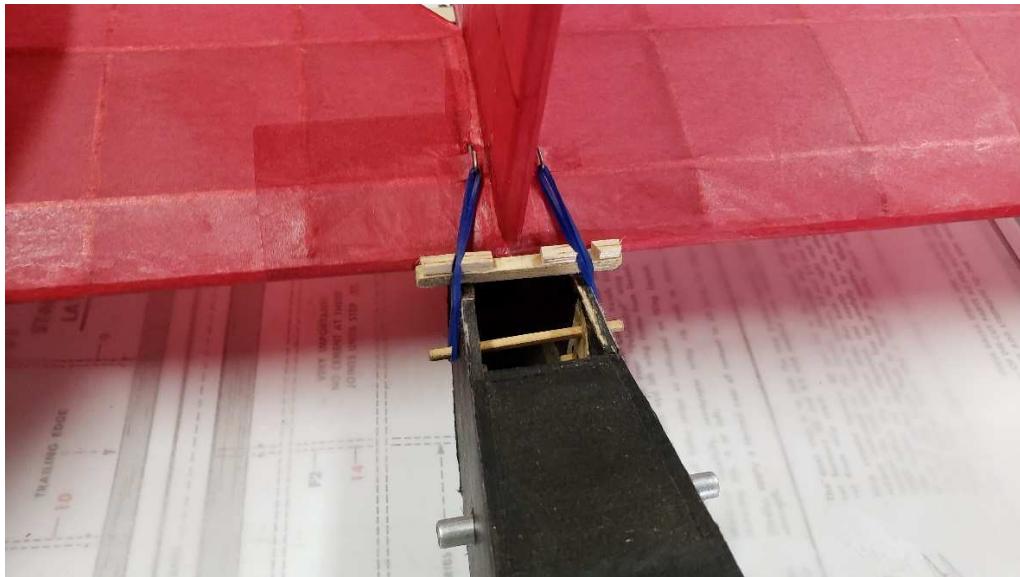


**1/32-inch Plywood Stab Platform on Mike Jester's August II P-30**



**Stab Hold Down Rubber Band Attached to Platform and Hook on August II P-30**

Alternatively, Stan said that some fliers use a higher stab stop with grooves through which the hold down rubber bands pass and prevent the LE of the stab from lifting up. I chose this fix for my Korda C, hoping that I could maintain the same original trim. I merely glued on segments of 1/8 x 1/8-inch balsa wood on top of the original 1/8 x 1/8-inch stop for the LE of the stab. This created slots for the hold down rubber bands which are the equivalent of grooves cut or carved into a single piece stab stop.



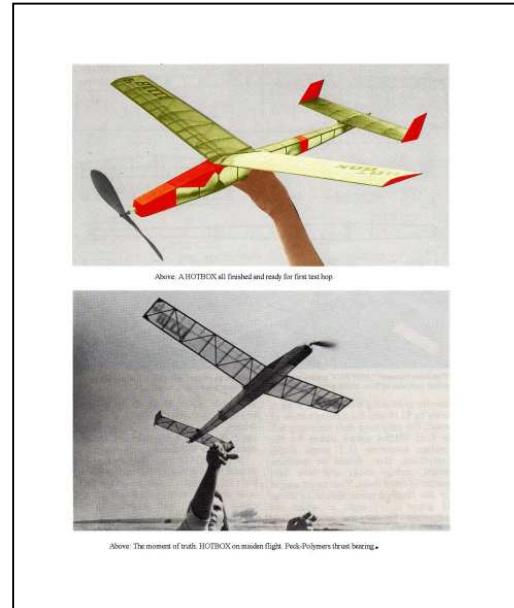
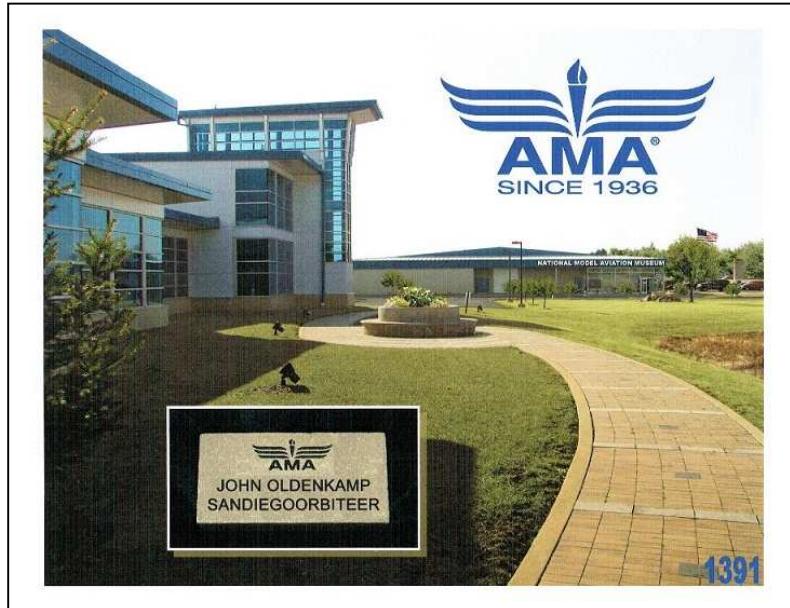
### Slots in Stab Stop for Hold Down Rubber Bands on Korda C

In retrospect, I am surprised that my Korda C didn't immediately dive into the hard pack dirt at Perris under full power, inflicting severe damage. I hope that none of you experiences a stab that jumps its stop and is undetected before launching.



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San Diego Orbiteers board voted to purchase a brick on the AMA Walk of Fame in Muncie, Indiana in memory of John Oldenkamp.



John Oldenkamp P-30 Hotbox

## SELDOM SEEN SCALE MODELS - Robert Hodes

Yes, I know it is weird - looking, but the Germans actually built and flew some of these in WW2 as observation aircraft. The idea of separating the crew cab from the fuselage was to improve visibility.

I started building this in Feb, and finished it in June. It was a character-enhancing project.

It weighs, without motor, 68 grams. With a wing area of 134.1 sq inches, this works out to a wing loading of 0.5 grams/sq inch, which isn't too bad. I will need a motor made up of 4 strands of 3/16 and 2 strands of 3/32 to get the calculated cross-section of a little less than 1 inch for starters.

I hope to enter the model at WESTFAC in October in the FAC Scale event. It should get 35 bonus points, I believe, for the unusual configuration. This will be added to the flight time. This helps make it competitive against more conventional scale models.

Now, if I can get it trimmed without destroying it in the process.



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## WHAT'S HAPPENING - JULY / August 2021

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- July - Fun Fly (No Contest)  
Taibi Flying Field, Perris California
- August - Fun Fly (No Contest)  
Taibi Flying Field, Perris California