

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

APRIL 2021



Prezs Corner – Mark Chomyn

If the plants in my yard are any indication, spring has sprung. It's too bad that the flowers on those plants won't be staying around all year. So, I'll do my best to enjoy them while they're here. On that same vein, this month's edition of AMA's Model Aviation has an article about that hints on that same subject. The article, "The Toledo Show Bids Farwell" is about the decision to end that annual model expo show. That article also mentions the termination of the WRAMS Show in New York and the AMA Expo which had venues in Pasadena, Ontario and Pomona California. The demise of these shows was attributed to the 2007 recession, dwindling attendance and the COVID pandemic.

My first visit to a model expo was in Pasadena. At that time there were still some free flight vendors like T&A Hobbies, Smith Brothers Hobby Shop and Aerodyne at the show. I remember seeing a booth that had the complete line of Golden Age Reproductions kits and some built examples. One of the built ups was a P-47 Thunderbolt and it was immaculate. I could not believe someone could build that precisely. I've heard from others who were at that event that the display models were likely built by Bob Schlosberg, a familiar name in free flight at the time. My favorite part of the expo was the swap shop with many "treasures" from attics, garages etc. I usually shelled out more cash at the swap meet than at the vendor booths. When the AMA Expo moved to Ontario I continued to attend. But when the expo moved to Pomona, I stopped attending. The event had become largely R/C, foam, composites and electric and even the swap shop items had lost their magic. But I am still happy that I was able to attend them for several years.

But, let's not dwell on what we can't attend and instead talk about what we can attend. The next Orbiteer outdoor monthly contest will be on April 18th and is a contest that I really enjoy, the Oldenkamp P-30 Memorial. Time to take out the Oldenkamp Hotbox and give it a workout. If you don't have a Hotbox (and you really should) you can bring along your favorite P-30 and still fly. But if the contest is like other years, I recall us Hotbox fliers may be eligible for some added prize offerings. April is a busy month and in addition to the Orbiteers event the NFFS calendar lists the San Valeers Annual and the SCAMPS & SCIFS Texaco April 10-11 at Lost Hills, Arizona F1E Championships April 12 at Lost Hills, the Southwest Challenge April 13 at Lost Hills, the Round Valley Indoor April 17-18 in Eager AZ and the Nor Cal Championships April 30-May 2 in Rancho Cordova. That's a whole lotta flying being offered.

As the saying goes, the best laid plans of mice and men often go awry. If you remember, in last month's column I predicted that I would complete my Scientific Model Company "Yellow Bird" and show up in Perris for the March monthly with a big grin on my face. Well, the grin turned into egg on the face instead. As it does too often life got in the way of my building program and I did not complete the "Yellow Bird" or make the March contest. A well-deserved lesson in humility. Never promise what you can't deliver. But I can promise that the "Yellow Bird" will be ready for the next Old Time/Nostalgia event. Covering the airframes with Asuka yellow tissue has begun and should be complete in about two weeks. The Asuka tissue was purchased from Volare Model Products and is their covering tissue option to Esaki which is getting very hard to find. Will let you know how that tissue performs on the "Yellow Bird" in next month's column. Until next month hope you and your families stay healthy and looking forward to seeing you in Perris for the Oldenkamp P-30 Memorial.

Mark

"Preparation, I have often said, is rightly two-thirds of any venture" - Amelia Earhart

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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.

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Carlsbad CA – Flower Fields

THREE NITE P-30 Laser-Cut Short Kit by Volare Products

By Mike Jester



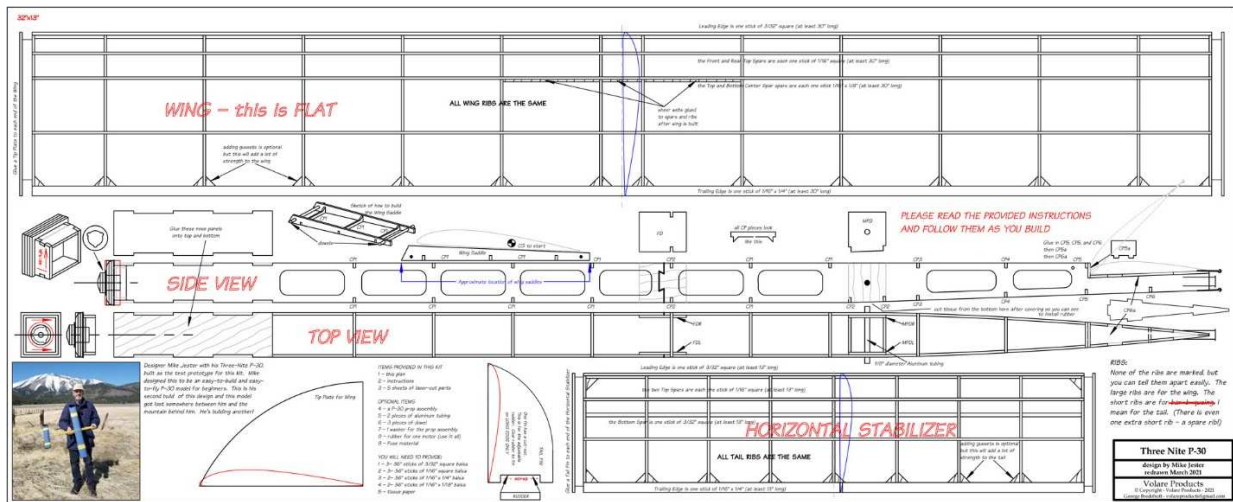
Previously two articles were published in this newsletter in which I wrote about my development and test flights of a beginner's P-30. It has a flat wing with tip plates and a stab with twin tail fins. It is easier to build than any other entry level P-30, such as the ONE NITE 28 and Square Eagle models, and it flies just as well. My original prototype was able to easily achieve a two-minute max when I conducted test flights last fall. The original prototype displayed no instability issues (as suggested by naysayers) that might have been attributable to its lack of wing dihedral. As many of you know, tip plates effectively provide wing dihedral.

Volare Products is now offering a laser-cut short kit for my Three Nite P-30. The kit includes a very nice plan drawn up by George Bredehoft based on my sketches along with detailed building instructions and flying tips. You have to supply the standard dimension balsa wood sticks used for the leading edge, trailing edge and spars of the wing and stab. As part of his usual kit development process, George had me build a prototype using his plan and laser-cut parts. Even though the parts were laser-cut from 12# sheet balsa wood my finished Volare prototype pictured below came out at a little over 43 grams, before adding the DT. George told me that the production Three Nite P-30 short kits will use 9 ½# sheet balsa wood so even beginners should be able to build the model near the 40-gram minimum provided that they use 8-9# sticks. One advantage of laser-cutting is that the slab sides of the fuselage all have large weight-saving oval cut-outs. The Volare short kit has an option to purchase a 9 ½-inch Gizmo Geezer prop assembly. It is highly recommended because it provides reliable free-wheeling during the glide and enables quick precision thrust line adjustments. It is legal under the P-30 rules.



Three Nite P-30 by Mike Jester





Volare Products Plan for Three Nite P-30

The glide of my Three Nite P-30 is surprisingly good for a stick and tissue P-30 model. It may have something to do with the Neelmeyer airfoil. It could also be due to the fact that tip plates are known to lessen drag inducing wing tip vortices. I am currently building another Three Nite P-30 from a Volare Products short kit. The blue and yellow one in the picture flew OOS in March of this year, and was not found after 2 ½ hours of searching using binoculars. The DT was set and was working perfectly.



Volare Products Full Kit for Three Nite P-30

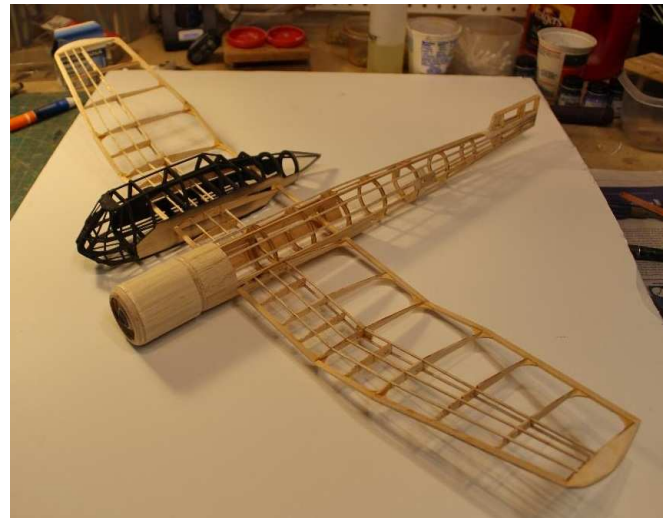
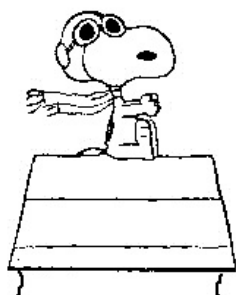
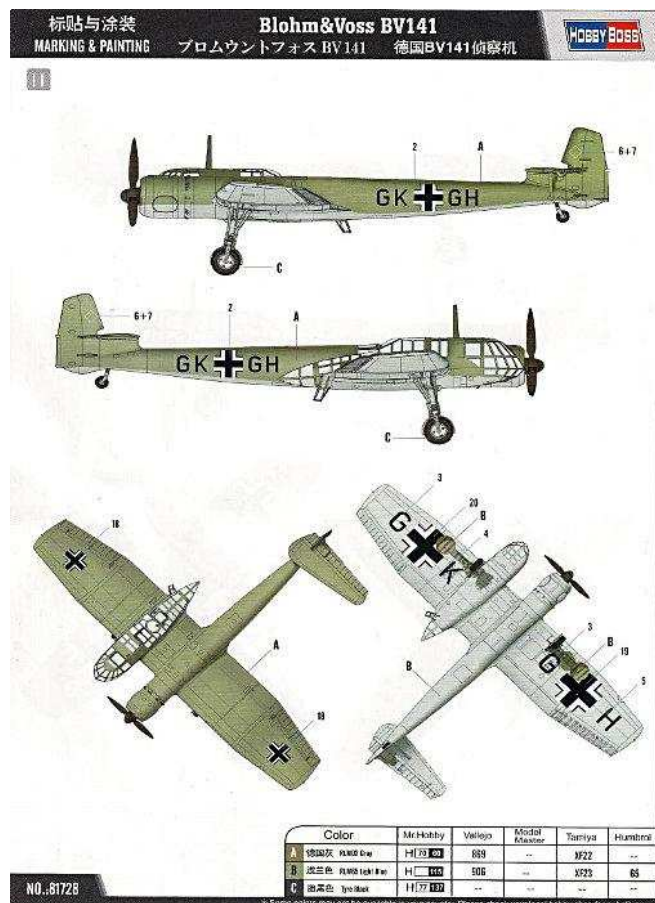
Volare Products sells a basic short kit for this model that costs \$22. It includes a full-size copy of the plan, five sheets of laser-cut parts, and eight pages of building instructions and flying tips. The full kit includes 9.75 feet of TSS rubber for one motor, a 9 ½-inch Gizmo Geezer prop assembly, a plastic washer for mounting the prop assembly in the nose block, wooden dowels for the wing saddle and rear DT rubber bands, an Aluminum tub motor peg, and a length of fuse for the DT.

FROM THE WORKSHOP - Robert Hodes

This is a rubber scale model of a German Blohm & Voss BV-141. It is an asymmetrical aircraft, with the crew compartment offset from the fuselage. This was done to give the crew better visibility of the ground. Only a few of these were ever built.

I have had this Al Lidberg kit for a number of years, but never got around to building it - a very challenging model in many ways. I finally got bored enough over the last few months to give it a shot.

Trimming it should be interesting.



Blohm & Voss BV-141

FROM THE WORKSHOP - John Merrill

Greetings! I started this the end of January and it still isn't done yet, but I'm getting there! I finally figured out a color and marking scheme I'd like to employ. I have a friend that served on the U.S.S. San Jacinto during WWII, and I'd like to make it to resemble something he would have seen on deck. He's now in his late 90's, and I think he'd be pretty happy with the thought.

This is a Walnut scale F6F-5 Hellcat from Dumas, with an 18" wingspan. I'll be somewhat thrilled if it gets over 30 seconds or so, but it's been a fun and educational build. Frankly, I have almost as much fun doing the research for scale subjects as I do the building or flying of them. The more I learn, the more I realize I have so much more to learn!

I sure hope you are doing well, and staying healthy. Until next month, what's on your workbench?





FROM THE FUN DEPARTMENT

- John Merrill

It finally happened; on March 21st I attended my first monthly contest since the club moved to Perris, CA from the Otay field site several years ago. I had forgotten how much fun it was to attend a contest, and how much I enjoyed the camaraderie. Was it because of being cooped up so long with the Pandemic? I don't think so.

The contest was switched to P-30 that week, and luckily I had recently finished up a Hotbox that was started for a contest maybe 4 years ago or so. Hate to rush into anything, as after all, I am the world's slowest builder. I had no idea if it would fly; I hadn't even had the chance to give it a test glide at home. I put in just a few winds and gave it a gentle toss....it flew! Not very far, but it certainly showed potential. I put in a few more winds and asked that, even though this was just a test, it be timed. My fear was that it might catch a thermal and since I hadn't yet rigged a DT, it might be lost on any given flight. Luckily that fear was all for naught.

That first test flight was 50 seconds, the next 53 seconds. I was pretty much elated with those flights, but then got a little bolder and wound her up a bit more. A max! Sure didn't see that coming! I then wished I hadn't recorded those first two flights, but it didn't really matter. I saw what I had hoped for, to see her fly well. I hadn't flown anything for several years, so I can't tell you what a treat that was. As for the contest, I think there were maybe 7 or 8 entries, and I'm pretty sure I came in 10th place. Again, it didn't matter; I was thoroughly enjoying the day.

Another treat for me was introducing myself to Mr. Wade, a recently-joined member who had been a club member many years ago. I don't think I had seen him since the early 1970's. That was great seeing him again, and I hope I can meet more of our members soon at more of our contests. I also had a nice conversation with Bill Booth, whom I hadn't seen for at least 3 years or so. I appreciated getting caught up with him, and several of our mutual friends.

My thanks to all who attended. Unfortunately I don't know everyone's name yet, but I'll try harder to make the rounds and introduce myself next time I'm there. I hope you all had as much fun as I did.

One big takeaway I had was the feeling I've had before, that the free-flight community is a great one. How many sports have opposing contestants help each other, and give each other advice and moral support? My guess is not too many.

Sure am looking forward to attending future contests once again.

Respectfully submitted,
John R. Merrill, Secretary
San Diego Orbiteers



DUAL-CLUBS FREE FLIGHT BONANZA

A National Cup & America's Cup Points Event

SAN DIEGO ORBITEERS 62nd ANNUAL - CLASS AA, CATEGORY 2
SPONSOR OF AMA & FAI EVENTS

*

FRESNO GAS MODEL CLUB 81st ANNUAL - CLASS AA, CATEGORY 2
SPONSOR OF NOSTALGIA, TEXACO & OLD TIME EVENTS

*** MAY 15th & 16th, 2021 ***
*** LOST HILLS, CA ***

SATURDAY ONLY 7 AM – NOON, 1 - 5 PM LUNCH BREAK W/ ICE CREAM SOCIAL	EITHER DAY MUST FINISH EVENT THE SAME DAY		SUNDAY ONLY 7 AM – 3 PM
F1A F1B FIC 1/2A GAS(1) C/D GAS E-36 P-30 (1) VINTAGE FAI POWER CATAPULT GLIDER (1) ½ A TEXACO DAWN P-30 MASS LAUNCH NIGHT GAS (COMBINED) TWIN PUSHER MASS LAUNCH	SMALL OT RUBBER STICK SMALL OT RUBBER CABIN LARGE OT RUBBER STICK LARGE OT RUBBER CABIN ¼ A NOSTALGIA ½ A NOSTALGIA A NOSTALGIA B NOSTALGIA C NOSTALGIA EARLY ½ A NOSTALGIA	.020 REPLICA A PYLON B-C PYLON A FUSELAGE B-C FUSELAGE RUB/WAKEFIELD NOS CLASSIC TOWLINE ½ A CLASSIC POWER ½ A GOLDEN AGE	FIG F1H F1J F1S A GAS B GAS F1Q/A/B ELECTRIC (COMB) HAND LAUNCH GLIDER (1) FULL SIZE TEXACO MULVIHILL DAWN MULVIHILL GOLLYWOCK MASS LAUNCH

(1) Junior & Senior/Open Event

See Special Instructions on backside

**** AN ORBITEER TRADITION LIVES ON ****

JOIN US FOR SATURDAY ICE CREAM SUNDAE SOCIAL ON US (NOON – 1 PM)
also

SATURDAY NIGHT FOOD FEST POTLUCK ORGANIZED BY DAN HEINRICH (6:00 -7:00 PM) *(Main course provided)(Bring a side dish or dessert)(Let Dan know what you're bringing at aeronutd@cs.com)*

CASH AWARD FOR 1st PLACE with 3 or more entries. PLACARDS awarded to 1st, 2nd & 3rd place

Ceremonies at: 3:15 PM Sunday

\$20 REGISTRATION Sr. & Open / \$2 Jr

\$5 per Event Sr. & Open / \$1 Junior -

Optional: \$40 for Registration & Unlimited Events

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SPECIAL INSTRUCTIONS

(LOST HILLS FF MODEL AIRFIELD ASSOCIATION CARD REQUIRED (\$25 AT FIELD TO JOIN))

SATURDAY NOON to 1 PM LUNCH BREAK & SUNDAE SOCIAL

The contest will be suspended for 1 hour for lunch and the San Diego Orbiters famous ice cream social. This is a great time to relax, cool off, have lunch and enjoy the ice cream sundaes. We will provide ice cream, & sundae fixings, napkins, plates and plastic ware.

PRIZE DRAWING

The Fresno GMC once again has collected an enormous amount of model stuff for their drawing. For up to 3 events entered that are sponsored by them, the contestant will receive a drawing ticket. Drawing to be held right after Sunday's award ceremony.

BILL BOOTH, SR. MEMORIAL

High time in Old Time Gas. Includes 020 Replica, but not Texaco. Winner will receive a special award from the Fresno GMC.

HAND LAUNCH GLIDER & CATAPULT GLIDER

Hand Launch Glider & Catapult Glider will to be launched from an established glider pen on the field. Max's are 120 seconds and all flights count.

NIGHT GAS FLYING

All engine classes combined. Event window between 6:30 pm – 9pm. Engine runs in accordance with aircraft classification; i.e., AMA or Nostalgia.

FAI EVENTS

F1A, F1B, F1C: 8am start time. Seven (7) one hour rounds. 240 second first round, 180 seconds, rounds 2-7. Round 5 starts at 1pm due to lunch break/ice cream social. Fly-offs starts no earlier than 4:30pm.

F1G, F1H, F1J, F1S: 8am Tiebreaker, no max. 15 min window. Not a regular round flight. 8:30 am start of regular rounds. Five (5) 1 hour rounds, 2 minute max. Fly-offs start at 1:30pm. Two (2) fly-offs, 3min & 4 min. If no winner, revert to morning tiebreaker flight.

VINTAGE FAI POWER

For rules, please go to this website: <https://freeflight.org/wp-content/uploads/2020/12/NFFS-Competition-Rules-2021-2022-Release-3.pdf> A copy of the rules will be available at the CD's table. *First five (5) flights must be flown from the established line between 7:00 – 12:00 AM.*

DAWN P-30

Saturday morning 7:30 AM sharp. Mass launch from glider pen; 1 flight, no max.

DAWN MULVIHILL (Timer can ride with contestant)

Sunday morning 7:30 – 7:50 AM launch window, 1 flight, no max.

TWIN PUSHER MASS LAUNCH

Saturday morning 8:30 sharp. Mass launch from glider pen; 1 flight, no max.

GOLLYWOCK MASS LAUNCH

Sunday morning at 8:00 sharp. Mass launch from glider pen; 1 flight, no max.

TEXACO (Timer can ride with contestant)

1/2A Texaco: Saturday 7:00-10:00 AM launch window, 8cc fuel; Full Size Texaco: Sunday 7:00-10:00 AM launch window, ¼ oz per pound – max 1.75 oz fuel.

1/2A GOLDEN AGE

Open to any free flight design that had plans published or dated from 01/01/1957 thru 12/31/1969. Engines are restricted to Holland Hornet

.049/.051 and Cox T.D..049/.051. Although an electric version is included in the provisional rules, electric is excluded from this event. No V.I.T., auto surfaces or auto rudders allowed even if on the original plan. Engine runs are: Cat II) Hand launch 12 sec/VTO 15 sec for first 3 official flights; fly-off flights are 8 seconds. Flight maximum is 180 sec.



Bill Booth



Carl Redlin



Clint Brooks



David Wade

Jim Luken →



Don Bartick →





John Merrill



David Wade



Mike Pykelny



Migratory water fowl, Species to be determined



← Don Bartick

Tim Batiuk →



Outdoor Flying - March 21, 2021 - Results by Mike Pykelny

Since we canceled the January and February contests due to weather,
We flew P-30, March 21ST

Rubber P-30

- 1st Don Bartick
- 2nd John Merrill
- 3rd Mike Pykelny

Catapult Glider

- 1st Tim Batiuk
- 2nd Mike Pykelny

Hand Launch Glider

- 1st Tim Batiuk
- 2nd John Merrill

Power

No Entrants



Don Bartick and David Wade

Next Contest: April 18TH Coupe, Glider, Power



SAN DIEGO ORBITEERS
Howard L. Haupt / Editor
3860 Ecochee Avenue
San Diego, California 92117-4266



By JOHN OLDENKAMP . . . Are you ready for the 1977 Nats free flight competition? Not until you put together a couple of P-30 Class models and come out to join the unofficial fun!

WHAT'S HAPPENING - APRIL 2021

Local Events:

SDO will be flying Sunday April 18TH Perris CA, 8:00 am to Noon.

P-30 Oldenkamp Memorial / Hot Box Competition
P-30 Monthly Competition all makes and models
Glider (Hand Launch, Catapult, Towline)
Power



2 minute max, Glider 90 seconds

See you at Perris CA - - - - - → April 18TH , 2021.