

# EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

DECEMBER 2018



## ***The Prez's Corner – Don Bartick***

Per my wishes to end my long career as Orbiteers President/Chairman of the Board of Trustees, it's now official with the election of Mark Chomyn as your new President/Chairman of the Board of Trustees. This took place at the 4<sup>th</sup> Quarter Board Meeting held December 12<sup>th</sup>. All other officers were elected to their current position. Mark has been a member of the Board of Trustees since its inception. He has been with the club for many years and will bring a wealth of free flight and organizational skills to the organization. Everyone out there in Orbiteers land welcome him to our leadership.

It has been a pleasure to serve our club. Thank you to our Board members and volunteers who have served to make our Indoor and Outdoor contests and Awards Banquet successful. Special thanks to Kathy McLaughlin for maintaining our Website. Special thanks to Linda Piazza for the creation and distribution of promotional material about our club and taking on the organization of our Awards Banquet. Special thanks to Arline Bartick for the fantastic photographs taking at our contests and special events that we see published in the ET and National Magazines. Finally, a special thanks to Howard Haupt for publishing the outstanding ET Newsletter.

The Board also set the Outdoor contest schedule for 2019. Look for it somewhere in this issue of the ET. For other issues brought forth to the Board, look for the Minutes of the meeting in this issue of the ET. (Ed note: The Dec/2018 Board Minutes will be published in the Jan/2019 issue of ET)

Some very large contests are just around the corner in 2019. The Southwest Regionals held in Eloy, AZ will be held January 13, 14 & 15, Arline and I really enjoy this one. Following is the Isaacson Winter Classic held in Lost Hills that will be held February 9, 10 & 11. This is part of a weeklong series of contests that draws contestants from all over the world.

Arline and I wish all of you and your families a Merry Christmas, Happy Hanukkah and Happy New Years.

This is my final wrap.

Remember: "Today is the tomorrow you worried about yesterday."

-Author Unknown



Don Bartick      Photo by Arline Bartick

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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](http://www.SanDiegoOrbiteers.com)

Webmaster: Kathy McLaughlin

### **Hank Ketchum's Dennis the Menace**



"THE WAY I SEE IT...BY THE TIME YOU START ACTING YOUR AGE, YOU WON'T EVEN BE IT ANYMORE."

## Blast Tubes

By Mike Jester

There is nothing exciting about blast tubes. On the contrary, they avoid the excitement of a fuselage being destroyed when a rubber motor breaks inside of your model during the winding process. I am not sure when the blast tube was first invented but it was a simple, yet brilliant concept. It extends from the motor peg to just past the forward end of the fuselage. A blast tube encloses the rubber motor and protects the fuselage from wildly flailing parts of the motor if it should break. Rubber motors often break under high torque toward the end of the winding process. Blast tubes were probably originally made of rolled paper or cardboard. Modern blast tubes are typically made of clear polycarbonate tubing, white PVC pipe, or Aluminum tubing. Marshall's Industrial Hardware in Mira Mesa sells lightweight polycarbonate tubing. White PVC pipe is available at HOME DEPO or Lowe's. You can buy Aluminum tubing from McMaster-Carr. For smaller models like indoor Embryos I have used a hollow carbon fiber composite arrow shaft for a blast tube. Sporting goods stores sell these arrow shafts.



**The Author Inserting a Blast Tube into his Flying Aces Moth**

You will need an extractor hook that is slightly longer than the length of the blast tube so that the blast tube can be installed before winding and removed before flying. The rear end of the extractor hook needs a wooden handle or bent portion forming a ring for gripping. Make sure the inside diameter of the blast tube is large enough to accommodate knots in a fully wound rubber motor. However, the outside diameter of the blast tube must be sufficiently small so that it will fit through the fuselage all the way to the motor peg. As you wind the blast tube it will have a tendency to creep forward, exposing a few inches of the fuselage to potential danger. You can either periodically push the blast tube back into the fuselage, have a helper hold it in place while you wind, or lock it onto the motor peg with a locking feature that is machined into the blast tube. A bayonet lock is a good way to hold the rear end of the blast tube onto the motor peg. It can be formed by machining a pair of L-shaped slots into opposite sides of the rear end of the blast tube. Be sure that the circumferentially extending segments of the L-shaped slots point in the correct opposite directions or else you will not get the proper locking action. As the rubber motor is being wound it rubs against the inside of the blast tube. This rubbing rotates the blast tube clockwise so that the inner ends of the circumferentially extending segments of the slots are pushed against the motor peg which locks the blast tube in position and prevents it from creeping forward as you wind. Flaring the ends of the axially extending segments of the slots makes it easier to couple the blast tube with the motor peg.



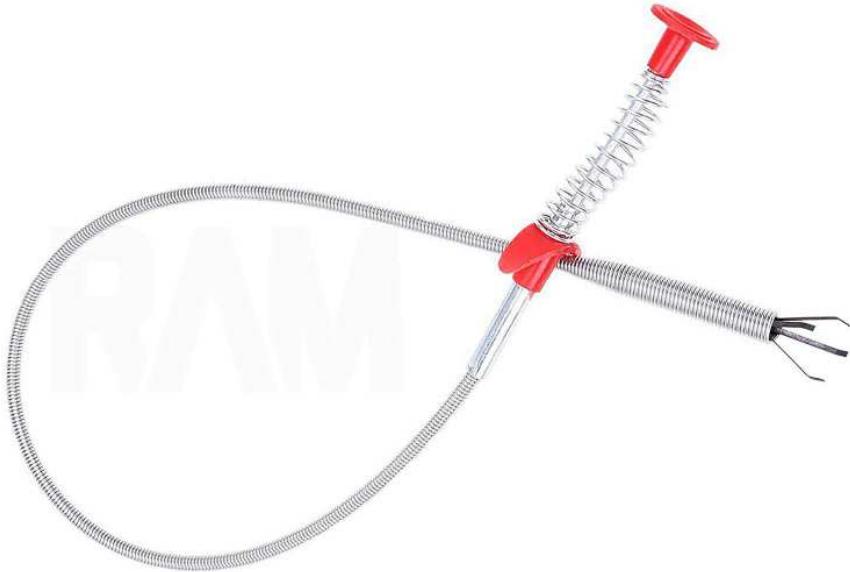
**Bayonet Locks Machined into PVC Blast Tubes**

There are many ways to machine the L-shaped slots into the end of a tube, depending on the material from which the tube is made. I usually start by drilling a hole diametrically through the tube about  $\frac{1}{2}$ -inch to  $\frac{3}{4}$ -inch from the end of the tube. Then I twist the drill about the axis of the tube to form the circumferentially extending segments of the slots. Next, I saw the axially extending segments of the slots or I cut them with tin snips. A Dremel tool or sandpaper can be used to remove the burrs off the edges of the slots if the blast tube is made of plastic. If you make the blast tube from Aluminum tubing, make sure you grind or file all the edges smooth and then polish them with Emery paper. Otherwise sharp metal edges can nick your rubber motor and cause it to break.

I have many different blast tubes in various diameters and lengths to fit different models. It can be helpful to label your different blast tubes with the names of the models they are used with. I wind my coupe rubber motors outside of the airplane and then insert them into the airplane with a half-tube. This is a universal approach used by those competing in the F1B and F1G events. Obviously, when you wind outside the model, it is not necessary to use a blast tube.

Your rubber motor may break inside the blast tube. When it does, a rear portion of the rubber motor that has broken off will often get jammed into the rear portion of the blast tube. The fuselage will not be damaged when this happens, but you need to be able to extract the rear portion of the rubber motor from the blast tube before you can withdraw it and install a new rubber motor. This is easily accomplished with an inexpensive claw grabber of the type shown in the photo below. This RAM-PRO 36-inch long flexible claw grabber is sold by Amazon for \$7.99.

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### **Grabber Tool for Extracting Rubber Motor Remnants from a Blast Tube**

Recently I was watching a friend wind his model for a mass launch event at a contest put on in Perris, California by the Scale Staffel squadron of the Flying Aces Club. He is a very experienced flier who builds beautiful models that fly very well. My friend stretched the rubber motor out at least twelve feet and put in a ton of winds. Near the end of the winding process he realized that he had forgotten to install the blast tube. Neither of us had noticed this while he was winding! Fortunately his rubber motor did not break while he was winding and he put in a good flight. I must admit that I have also forgotten to install a blast tube before winding in the heat of competition. So far I have not suffered a blown rubber motor during such absent-minded winding. I know that I shouldn't count on such luck in my future winding endeavors.



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## **2019 OUTDOOR FLYING SCHEDULE**

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All are AMA Sanctioned & National Cup Events  
(Contests at Perris CA unless otherwise noted)  
(All Contests include E36, Power, & HLG/CLG)

Jan 27 - **P-30**

Feb 16-17 Scale Staffel Scale Contest\*

Feb 24 - **Old Time Nostalgia Rubber**

Mar 17 - **Coupe**

Apr 14 - **P-30 Memorial (Hot Box)**

## **2019 INDOOR FLYING SCHEDULE**

Jan 6 - A-6, P-18 & Phantom Flash\*

Feb 3 - Limited Penny Plane, P-18 & No-Cal\*

Mar 3 - Catapult Glider, P-18 & Embryo\*

Apr 7 - A-6, P-18 & Phantom Flash\*

May 5 - Limited Penny Plane & No-Cal\*

June 2 - P-18 & Embryo\*

July 7 - A-6 & Phantom Flash\*

Aug 4 - Limited Penny Plane & No-Cal\*

## San Diego Orbiteers - Outdoor Contest Results - November 25, 2018 - Perris, CA

### Old Timer Rubber/Nostalgia Rubber



| <u>Flier</u>     | <u>3 flights</u> |     |     | <u>fly-off</u> | <u>Total</u> | <u>Rank</u> |
|------------------|------------------|-----|-----|----------------|--------------|-------------|
| Mike Jester      | 120              | 120 | 120 | 180            | 540          | 1           |
| Bernie Crow*     | 120              | 120 | 120 | 29             | 389          | 2           |
| David Wade*      | 120              | 120 | 114 |                | 354          | 3           |
| Clint Brooks*    | 116              | 102 | 105 |                | 323          | 4           |
| Don Bartick      | 120              | 84  | 93  |                | 297          | 5           |
| John Hutchison   | 95               | 120 | 66  |                | 281          | 6           |
| Stan Buddenbohm* | 109              | 120 |     |                | 229          | 7           |
| Lance Powers*    | 105              | 112 |     |                | 217          | 8           |
| Mike Pykelny     | 42               |     |     |                | 42           | 9           |

### Power - E-36

| <u>Flier</u>  | <u>3 flights</u> |     |     | <u>fly-off</u> | <u>Total</u> | <u>Rank</u> |
|---------------|------------------|-----|-----|----------------|--------------|-------------|
| Lee Hines*    | 120              | 120 | 120 | 120            | 480          | 1           |
| Clint Brooks* | 120              | 120 | 120 | DNF            | 360          | 2           |

### Glider

| <u>Flier</u>        | <u>Best</u> | <u>3/6 flights</u> |     | <u>Total</u> | <u>Rank</u> |
|---------------------|-------------|--------------------|-----|--------------|-------------|
| Tim Batiuk (HLG)*   | 120         | 84                 | 108 | 312          | 1           |
| Buddenbohm (HLG)*   | 111         | 62                 | 60  | 233          | 2           |
| Mike Pykelny (CLG)  | 40          | 120                | 37  | 197          | 3           |
| John Swain (CLG)*   | 48          | 46                 | 102 | 196          | 4           |
| Mike Jester (CLG)   | 48          | 47                 | 80  | 175          | 5           |
| Lance Powers (CLG)* | 54          | 31                 | 66  | 151          | 6           |

\* not a member of the San Diego Orbiteers

John Alling and Tim Batiuk -----→



Photo by Arline Bartick

November 25, 2018 Orbiteer Monthly Pictures - Supplied by Arline Barick



## San Diego Orbiteers - Outdoor Contest Results - December 16, 2018 - Perris, CA



### Coupe

| <u>Flier</u>     | <u>3 flights</u> |     |     | <u>fly-off</u> | <u>Total</u> | <u>Rank</u> |
|------------------|------------------|-----|-----|----------------|--------------|-------------|
| Stan Buddenbohm* | 120              | 120 | 120 |                | 360          | 1           |
| Mike Pykelny     | 120              | 117 | 106 |                | 343          | 2           |
| Mike Jester      | 120              | 98  | 112 |                | 330          | 3           |
| Greg Hutchison   | 120              | 120 | 66  |                | 306          | 4           |
| John Alling      | 69               | 96  | 95  |                | 260          | 5           |
| John Hutchison   | 108              | 57  | 76  |                | 241          | 6           |
| Mark Chomyn      | 61               | 67  | 104 |                | 232          | 7           |

### Power - E-36

| <u>Flier</u>     | <u>3 flights</u> |     |     | <u>fly-off</u> | <u>Total</u> | <u>Rank</u> |
|------------------|------------------|-----|-----|----------------|--------------|-------------|
| Clint Brooks*    | 120              | 120 | 120 |                | 360          | 1           |
| Lee Hines*       | 99               | 99  | 99  |                | 297          | 2           |
| Stan Buddenbohm* | 120              | 39  | DNF |                | 159          | 3           |

### Glider

| <u>Flier</u>   |       | <u>Best 3/6 flights</u> |     |     | <u>Total</u> | <u>Rank</u> |
|----------------|-------|-------------------------|-----|-----|--------------|-------------|
| Tim Batiuk*    | (HLG) | 120                     | 120 | 103 | 343          | 1           |
| Buddenbohm*    | (HLG) | 93                      | 93  | 120 | 306          | 2           |
| Greg Hutchison | (CLG) | 64                      | 56  | 59  | 179          | 3           |
| Mike Jester    | (CLG) | 71                      | 53  | 34  | 158          | 4 (tie)     |
| John Swain*    | (CLG) | 36                      | 74  | 48  | 158          | 4 (tie)     |
| Mike Pykelny   | (CLG) | 43                      | 33  | 60  | 136          | 5           |

\* not a member of the San Diego Orbiteers

John Hutchison →

Photo by Arline Bartick



## Beachcraft Bonanza Build – D.Scigliano

Here is another old vintage kit build from Sterling models, out of the box of course. Like most builders I have more kits than I know what to do with so I am slowly building them. Since I have so many I don't really have the time to make major modifications that will slow down the build. That is why I am building vintage model kits out of the box. This kit went together pretty well minus the die cut balsa. I have found that the easiest way to deal with the parts is to first apply tape to the back side of the die cut sheet to hold the parts together as I cut them out. I know you can sand the back of the die cut sheet so the parts come out easier, but that has never really worked for me other than making a big sawdust mess. I use a pencil to highlight the die cut lines then proceed to just cut the parts out as if they were not die cut. The tape on the back side prevents the parts from splitting as I am removing them from the parts sheet. The build itself was pretty much per the plans other than I made the nose removable and the landing gear extended and not retractable. I was surprised how well this kit went together and in the end I was pleased with the scale outlines. I also used the kit supplied silkspan and left the model un painted so I could see the vintage design through the covering. She did take a bit of lead weight in the nose for balance and ended up weighing 70 grams ready for flight. I took her out for trim flights and she flew ok until the V tail hit a branch. No structural damage occurred but I did end up with some tissue tears that was easily repaired using a new technique I discovered online. Here is the link for repairing tears in tissue using Elmers clear glue. <https://flyhaffa.com/fixing-small-tissue-tears-on-model-aircraft-using-a-new-winkle/>





# Scale Staffel San Diego San Diego Orbiteers

## Annual Awards Banquet

Saturday, January 12, 2019

1:00 PM to 4:00PM

**Filippi's Pizza Grotto**

5353 Kearny Villa Road

San Diego, CA 92123

858-279-7240

All you can eat Italian Cuisine Buffet,  
Including Soft Drinks, Beer, Tax and Tip  
\$10.00 Per Person, cash appreciated

Raffle, Donations are welcomed  
Bring Family and Friends

**See you there !!!**

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



## WHAT'S HAPPENING -

**January 2019**

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### Jan. 6 - Indoor Flying

Grossmont College (Upper Gym), 7:30 am to 11:30 am.  
Feature Events: **A-6, P-18, & Phantom Flash\***

### Jan. 12 - Orbiteer / Scale Staffel Annual Banquet, 1:00 to 4 PM.

Filippi's Pizza Grotto, 5353 Kearny Villa Rd., San Diego CA 92123  
(See enclosed flyer for details of event and menu)

### Jan. 27 - Orbiteer Outdoor Monthly

SCAMPS Field, Perris CA, 8:00 am.  
Feature Event: **P-30**  
Other Events: **E36, Power & HLG/Catapult Launch Glider**