

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB



OCTOBER 2023

Chairman's Corner – Mark Chomyn

These monthly columns have had a habit of concentrating on our club's outdoor activities at Perris. Some avid indoor flyers may ask where we are in finding an indoor venue? Well, we've been searching. It appears our return to the Grossmont Community College basketball gym is not an option. Other locations we've investigated include, an SDSU facility, a local school, a local church gym and a gym at a community/senior center in Encinitas.

Regarding the Encinitas location, I'd like to get feedback on the interest in the possible use of the center's gym. As an Encinitas resident I would get a little price break on the rental fee. For use of the full gym floor (73 feet x 113 feet) the hourly rental fee is \$125 per hour with a 2-hour minimum. Rental of a half gym area (36 feet x 56 feet) is \$65 with same 2-hour minimum. If we keep Sunday (once a month) as our flying day, the gym is open on Sunday from noon to four o'clock. If we keep our historical four-hour flying session time the full gym rental would be \$500.00, and the half gym would be \$260.00. If these costs were to come out of our treasury, we would deplete our coffers in a matter of a few months.

So, would like to get some feedback from club members regarding their interest in the possible renting of the Encinitas venue if it means a cost per flyer to attend. There is a possibility that we could use our club's treasury to absorb some of the monthly cost to keep flyer costs down. Need input from you about:

- What would members be willing to pay per person for monthly use of the gym?
- Should we consider using only a half-gym area to keep costs down?
- Should we consider a time frame of less than four-hour sessions to keep costs down?
- How many flyers would be interested in the indoor sessions? The more we get the more economical it becomes.

Would appreciate some feedback, so send me an email at ncmeyn@outlook.com. And if you have any comments regarding the above approach, please include that in your response. If response is favorable, I will meet with the community/senior center staff to see what dates and times would be available.

Thankfully our use of the Taibi Field site in Perris is not as complicated as our indoor flying situation. Our next outdoor monthly event is Sunday, October 15. The event will feature Old Time/Nostalgia Rubber, glider (HL, CL and Towline) and power (electric and gas). I'll bring my old timer ABAG (anything but a Gollywock) Ace Whitman Albatross to the battle. Hope to see you there.

For you Flying Aces and scale fans don't forget the WESTFAC MK IX contest, October 26-29 at Rovey Ranch in Buckeye AZ. Good luck to all who attend. Coming up in November we have the Orbiteer- Fresno GMC Dual Club meet, November 10-12 at Lost Hills CA. If you take the trip up north wish you safe travels and good luck on the field. May the thermals be with you.

Writing about the upcoming WESTFAC contest took me back to my experience at the Scale Staffel Two-Day in September. I brought my recently built PT Aviation Ryan Trainer (based on the old Comet nickel kits) to the contest with high hopes of getting some prize money in the double-nickel contest sponsored by PT Aviation. The plane itself was fun to build, built up very light and looked great, but darn if I could get that plane to fly under power. The winner of the event flew the high-wing cabin model. Should have known.

Don't build a low-winger unless you spend adequate time getting it trimmed. I didn't and the results reflected my lack of preparation. Would have loved to pose for a picture with the big blown-up images of the US legal tender that William Scoot prepared for photos of the winners. Well, at least it didn't get destroyed in the process of trying to get it air born. I'll keep tweaking it until I can get some descent flight times. Never give up. Never say never.

This is the month for our annual celebration of ghosts and goblins. Yes, it's time for Halloween. So, get a pumpkin and take out that Exacto knife with the sawtooth blade (#X215) and carve away. Don't forget to add a small, lit candle to the interior for visual effects. When the sun goes down your artwork will glow and amaze your neighbors and the ghosts and goblins that ring the doorbell.

Have a Happy Halloween!

Mark

"The first Goldberg model was produced at age 15. Covered with waxed paper it would stay in the air only for short 65-foot semi-circular flights. This was a single prop pusher from plans in early model books. No balsa was available at that time."

Carl Goldberg: Mr. Modeling, July/August 1963 American Modeler Magazine



Mark Chomyn



Mark Chomyn

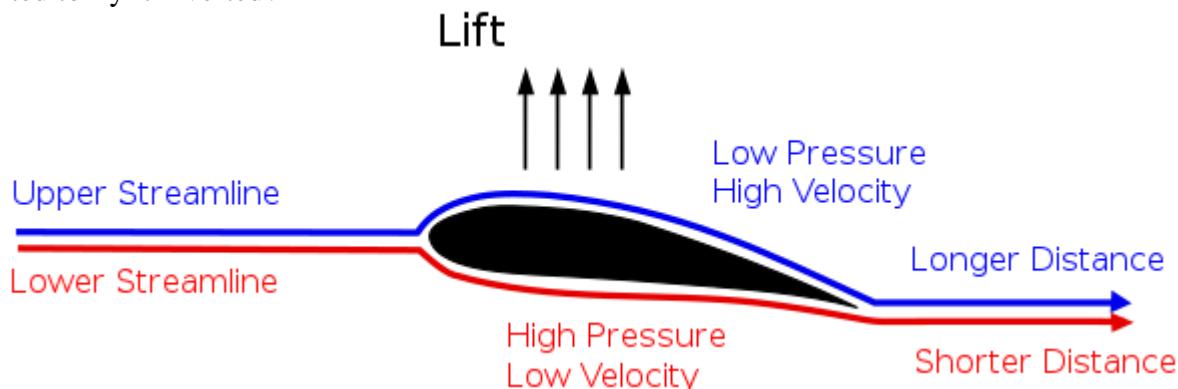


Airfoils

By Mike Jester



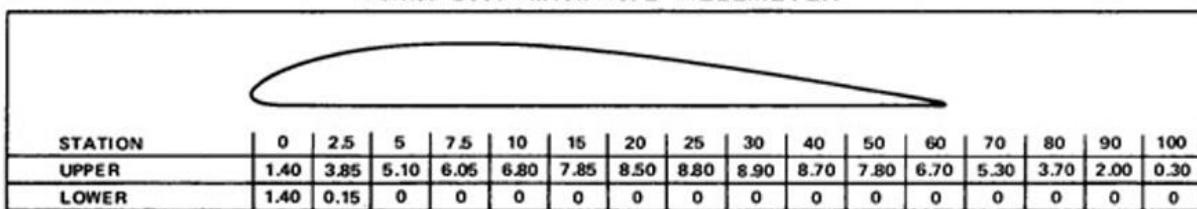
I can't remember exactly when I became fascinated with airplanes. It was probably when I was around ten years old. At that time, I was playing with *Sleek Streak*, *Skeeter*, and *Sky Streak* rubber powered, slide together balsa wood model airplanes. I also loved the *Strato* balsa wood glider with its ubiquitous sliding plastic wing clip that seemed to provide the perfect V-shaped wing dihedral. Of course, there was no Internet back then, but I had plenty of books on airplanes. Every single one of these books had a diagram and an explanation that said the same thing. With absolute conviction they stated that the lift of an airplane wing was due to its tear-drop airfoil. As explained in these books, the air has to go faster over the curved upper surface than the flat lower surface in order to join at the trailing edge of the wing. The picture below is pretty typical of what appeared in all of my airplane books. According to the theory set forth, this airfoil produces lower pressure on the upper surface of the wing, resulting in a lifting force. I was having too much fun flying my slide together models to research and challenge the gospel of the lift produced by a tear-drop airfoil. But in the back of my mind, I was thinking, why did my slide together models fly great with flat sheet balsa wood wings? Moreover, if the gospel were true, why could a real airplane fly upside down for as long as the pilot wanted to fly it inverted?



Well, as it turns out, most of the lift of a model airplane wing comes from the positive incidence of the wing. The simplest explanation is that the oncoming air pushes on the underside of the wing. Yes, the tear drop airfoil produces some lift. More importantly, the airfoil shape can be optimized to maximize the lift and minimize the drag.

The lift force that can be generated by a given airfoil at a predetermined airspeed depends on the shape of the airfoil, especially on the amount of camber, i.e., the amount of curvature such that the upper surface is more convex than the lower surface. In general, increasing the camber of the wing increases the lift at a given airspeed. But a thicker wing generates more drag than a thinner wing. Most wings used in our free flight models have a curved upper surface and a flat lower surface. They are easy to build and cover, and are accurate for most scale models. I designed my Three Nite P-30 with a Neelmeyer airfoil that has a flat bottom because Bill Henn, a highly successful modeler, used this airfoil on all his models. This P-30 design was intended for beginners and I wanted a wing that was easy to build and easy to cover. Securing tissue to the concave underside of a wing was not something that I wanted a beginner to have to deal with.

Darned Good Airfoil No. 2 - NEELMEYER



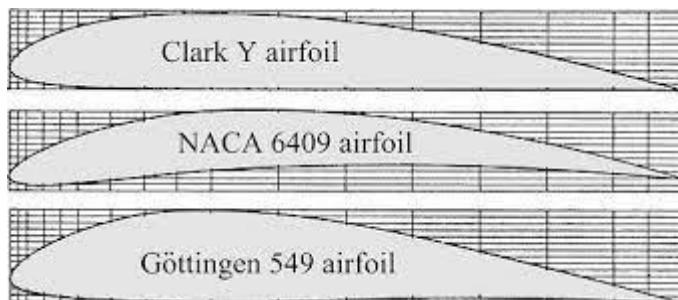
Sport models like P-30, F1B and F1G models, can achieve significant improvements in flight times, particularly in the glide, by using thin, under cambered airfoils. They are not easy to construct or cover, and

the ribs often need carbon fiber composite caps since they are so thin. The Gollywock model designed in the late 1930's even has an under cambered wing. The wings of indoor duration stick models, such as Limited Penny Plane and P-18 models, typically use curved ribs that have a 1/16 x 1/16-inch cross section. They are only covered on the top side. Years ago, I took Bill Gowen's advice that at very low Reynolds numbers a circular rib shape is just fine for these slow flying models.



P-30 Wing Construction with Under Camber Ribs

Starting in the late 1920s the National Advisory Committee for Aeronautics (NACA) developed and thoroughly tested a series of airfoils. These airfoils were published with numerical designation, e.g., NACA 6409. This enabled engineers to quickly identify the best airfoil for a real aircraft during its design. There are other standard airfoil designs with different designations such as SI, USA, RJ and Gottingen. I have read about serious F1A, F1B and F1G modelers using preferred NACA airfoils. However, I am not sure that many of the NACA airfoils are useful in our free flight model airplanes since the data was collected for much larger wings that fly at much higher speeds. Most free flight modelers just use the ribs in the kit, or the airfoil shown on the plan. If they design their own model, they often use an airfoil successfully used by another modeler, like I did when I chose the Neelmeyer airfoil for my Three Nite P-30. It looks a lot like the widely used Clark Y airfoil, which also has a flat bottom. In my experience, good trim, proper winding, and picking good air are each far more important to achieving long flights of an outdoor rubber powered model than the particular airfoil of the wing. Those expensive F1B and F1G models that are built in eastern Europe come with very thin, under cambered wings that have the best airfoil shape for competing at the highest level.



In conclusion, I extend my apologies to aeronautical engineers for any over simplification of the relevant aerodynamic principles.

San Diego Orbiteers
Flying Schedule 2023
Taibi Field Perris, Ca

Primary Date	Rain Date	Event	CD
August 20	Aug 27	P-30 Power Glider 5x5 HLG, CLG	
September (15,16,17)		Free Flight Championship, Lost Hills	
September 24		Coupe Glider/Power	
October 15	October 22	OT/NOS Glider/Power	
November (10,11,12)		Dual Club Annual, Lost Hill, Ca.	
November 19	November 26	P-30 Glider/Power	
December 17		Make-up	
MP 8/23			



DUAL-CLUBS

FREE FLIGHT BONANZA

A National Cup Points Event

AMA SANCTION 14992-CLASS AA, CATEGORY 2
SAN DIEGO ORBITEERS 64th ANNUAL - SPONSOR OF AMA & FAC EVENTS
 *

**FRESNO GAS MODEL CLUB 83rd ANNUAL - SPONSOR OF NOSTALGIA,
 TEXACO & OLD TIME EVENTS**

*** November 10th, 11th & 12th, 2023***
*** LOST HILLS, CA ***

FRIDAY ONLY 7 AM – NOON, 1 - 5 PM 1 HOUR LUNCH BREAK WITH ICE CREAM SOCIAL NO OFFICIAL FLIGHTS DURING THE BREAK	SATURDAY 7AM-4PM 5PM FOOD FEST	SUNDAY 7 AM – 3 PM 3:15 AWARDS CEREMONY
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FLY ANY REGULAR EVENT, ANY DAY, BUT MUST FINISH EVENT THE SAME DAY

1/2A GAS (1) A GAS B GAS C/D GAS COMBINED 1/2A NOS A/B NOS COMBINED C NOS EARLY 1/2A NO	1/2A CLASSIC POWER 1/2A GOLDEN AGE RUBBER/WAKEFIELD NOS VINTAGE FAI POWER VINTAGE WAKEFIELD HAND LAUNCH GLIDER (1) CATAPULT LAUNCH GLIDER (1) P-30 (1)	E-36 A/B ELECTRIC COMBINED NIGHT GAS COMBINED MULVIHILL CLASSIC TOWLINE SMALL OT RUBBER STICK/CABIN COMBINED LARGE OT RUBBER STICK/CABIN COMBINED	.020 REPLICA A/B PYLON/FUSELAGE COMBINED C PYLON/FUSELAGE COMBINED 1/2A TEXACO FULL SIZE TEXACO 1 MINUTE TARGET
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(1) Junior & Senior/Open Event

See Special Instructions on backside

SCHEDULED EVENTS

FRIDAY	SATURDAY	SUNDAY
9:00AM – FAC WORLD WAR I COMBAT 11:00AM FAC WORLD WAR II COMBAT	8:30AM P-30 MASS LAUNCH 9:30AM -GOLLYWOCK MASS LAUNCH 11:00AM TWIN PUSHER MASS LAUNCH	8:00-8:15AM DAWN MULVIHILL 9:00AM FAC GREVE/THOMPSON RACE

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

\$20 REGISTRATION Sr. & Open / \$2 Jr, includes 1st event

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

OPTIONAL: \$40 For Registration and Unlimited events

CD: Don Bartick, - San Diego Orbiteers
 (858)774-2941
dbartick@4-warddesign.com

NOS/OT: Doss Porter, Fresno GMC
 (559)-251-0787
Steve93612@comcast.net

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 Orbiteers 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 be launched from an established glider pen on the field. Max's are 90 seconds Hand Launch and 120 seconds Catapult 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.

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 7:00AM – 11:30 PM.*

VINTAGE WAKEFIELD

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 7:00AM – 11:30 PM.*

P-30 MASS LAUNCH

Saturday morning 8:30 AM sharp. Mass launch in front of Headquarters; 1 flight, no max.

DAWN MULVIHILL (Timer can ride with contestant)

Sunday morning 8:00 – 8:15 AM launch window, 1 flight, no max.

TWIN PUSHER MASS LAUNCH

Saturday morning 11:00AM sharp. Mass launch in front of Headquarters; 1 flight, no max.

GOLLYWOOCK MASS LAUNCH

Sunday morning at 9:30AM sharp. Mass launch in front of Headquarters; 1 flight, no max.

TEXACO (Timer can ride with contestant)

1 MINUTE TARGET

Any Sport Plane, such as: Dakota, Sniffer, Tom Boy, Sioux. Even Peewee 30.

6 official flights. All count. Flight duration must be equal to or over 1 minute. Score will be the number of seconds over 1 minute for each of the 6 official flights. Flights under 1 minute will be an attempt. No limit on attempts. Lowest total of 6 official flights wins.

WestFAC 2023 Schedule of Events

Featuring Unlimited Reno Racers

Thurs. 26 October noon - 5 pm	Fri. 27 October 8 am - 5 pm	Sat. 28 October 8 am - 5 pm	Sun. 29 October 8 am - 3:30 pm
Registration and FAC Scale Judging Vendors Refreshments	Mass Launch Events 9:00 WW1 11:00 Thompson Trophy	Mass Launch Events 9:00 WW2 11:00 Goodyear Racers*	Mass Launch Events 9:00 Post-War Unlimited Racers* 11:00 Flying Horde NBM 3:00 B.L.U.R. Race

The following events can be flown on Friday or Saturday:

TOTF Scale Events WW1 Aircraft Double Trouble Golden Age Monoplane/Biplane Combined WW2 Aircraft Simplified Scale Dime Scale Goodyear Racers*	TOTF Non-Scale Events OT Rubber Stick Jimmy Allen & 2-Bit+1 Combined (ROG) Jimmy Allen & 2-Bit+1 Combined (ROG) NBM Embryo (ROG) Embryo (ROG) NBM	Judged Scale Events FAC Peanut Scale FAC Jumbo Scale FAC Rubber Scale	TOTF Scale Events Post-War Unlimited Racers* Modern Military Modern Civilian TOTF Non-Scale Events OT Rubber Fuselage (ROG) Judged Scale Events FAC Power Scale FAC Jet Catapult Awards Ceremony on the field at the completion of the B.L.U.R. Race Informal dinner at local restaurant – self-pay Time and place TBD
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General Contest Notes

For Mass Launch events, depending on the drift, a delayed launch procedure may be used to reduce chase times.

* Special racing events - no wingspan restrictions.

NBM: Non Blue Max events

Note: If 3 or more flyers have a class of models not shown on the event schedule, check with the CD to see if a special event can be arranged.

Once again, arrangements have been made with the Comfort Suites Hotel in Goodyear for a special room rate of \$109/night.

Call: (520) 257-3134 – ask for the *Flying Aces Club* rate

Comfort Suites Goodyear-West Phoenix

15775 West Roosevelt Street

Goodyear AZ 85338



INSIDE BUSINESS AVIATION

WILLIAM GARVEY

AN OLD FRIEND SENT OUT NOTICE

recently that despite a hopeful delay, Buttonville Municipal—a popular business and general aviation airport 15 mi. north of

downtown Toronto where he had earned his pilot's license—is shutting down for keeps at the end of November.

The 70-year-old facility, which had been among Canada's most active in aircraft movements, will soon host a different kind of movement as bulldozers clear the facility's 169 acres of its pair of runways, taxiways, aprons, hangars and buildings for redevelopment into whatever.

And so CYKZ will join the ever-growing roll call of dead aerodromes—New York's Flushing Airport, Washington's Hyde Field, Long Island's Zahn's Airport and Chicago's Meigs Field, to name just a few. Others will follow, including busy Santa Monica Municipal some 2,000 days hence.

What's unusual about several of these closures is that the airports were publicly owned. That is unusual because, as noted by the Aircraft Owners and Pilots Association in 2019, of the airports shuttered in the previous decade and a half, "nearly all have been privately owned." That was the case with Hyde, Zahn's, Buttonville and Deer Park, a tiny suburban field on Long Island where I first soloed.

For owners of such facilities, the prospect of forgoing insurance premiums, property taxes, maintenance and other operating expenses, government regulations, demanding tenants and complaining neighbors in exchange for money—and a lot of it, in some cases—has got to be a compelling option. But here's the thing: The D9 bulldozers don't always displace the resident Dakotas and Diamonds, as was demonstrated recently in the leafy northern exurbs of metropolitan New York.

Welcome to Candlelight Farms Airport (11N), an aviation place embracing another time and sensibility. As noted in recent reports of aviator-actor Treat Williams' fatal motorcycle accident, it is where he, among many, first took flight. Located in New Milford amid the hills and lakes of west central Connecticut and in existence since 1953, the facility's appeal is absent most services. Specifically, there's no tower, no fuel, no fixed-base operator, no maintenance shops, no instrument approaches nor any transient hangar space.

More important is what does exist, including a single 2,900-ft.-long runway paved with grass—"in good condition," notes AirNav—a windsock, a group hangar, some 13 resident aircraft (taildraggers, mostly), tie-downs

for transients, a rumble of round engines and 11N itself. Not long ago there was a real possibility the facility would be part of the deadports roll call.

That's because Terry McLinch, an area businessman and passionate pilot who owned the airport, was aging and had begun divesting some of his aviation possessions. These included a de Havilland Beaver on floats, a World War II Boeing Stearman trainer (in which a junior U.S. Navy officer named George H.W. Bush logged time while earning his wings of gold) and,

notably, his prized aviation jewel: the airport itself. That last divestiture raised concerns about development in a pastoral setting famous for its country inn, verdant wedding venues including the airport, riding stables and grounds for quiet strolls.

Appreciative of the area's appeal and hoping to preserve the airport's special character and close, friendly and welcoming family of aviation-minded regulars, McLinch, who has since passed away, shared his decision to sell the 38-acre facility with

one of Candlelight's longtimers and friends, David Szigeti. It was a prescient move.

Szigeti first alighted at Candlelight in 1968 as a passenger in a Cessna 180 owned and flown by his father, a veteran airman with Eastern Air Lines. Capt. Szigeti clearly imbued his three sons with his aviation passion. Not only did each become a pilot, but ultimately all enjoyed long careers with Flying Tigers and then Federal Express, after it acquired the storied international freight line.

David Szigeti ultimately bought and restored his dad's 180 and housed it at 11N, where he has based an airplane for 22 years. He loved the place, its atmosphere and denizens, and had no intention of altering any of those happy circumstances. So he, brother Jon Szigeti and longtime family friend Joe Fioccola struck a deal with McLinch and in 2021 became the new owners of his turf-lined jewel. Subsequently, Jon Szigeti was fatally stricken with cancer, but before succumbing, he insisted on partnering with brother David on acquiring McLinch's former Stearman (see photo) as well.

Asked what changes he had in mind for Candlelight going forward, David Szigeti responded without any hesitation: "It really is just perfect the way it is." And the plans are to keep it that way. ☀



DAVID SZIGETI

William Garvey was editor-in-chief of Business & Commercial Aviation from 2000 to 2020.

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THE FINE PRINT THE FINE PRINT

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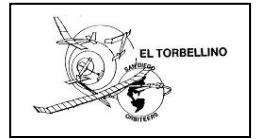
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WHAT'S HAPPENING - October / November 2023

October (26, 27, 28, 29) WestFac 2023 Scale Contest
See enclosed flyer for details

November (10, 11, 12) Dual Clubs Free Flight Bonanza Contest
See enclosed flyer for details

November 19 - San Diego Orbiteer Outdoor Monthly
Taibi Flying Field, Perris CA, 7:30 am
Events: P-30 / GLIDER / POWER