

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

NOVEMBER 2020



Prez's Corner – Mark Chomyn

Hope you and our families are doing well and staying healthy as we move into the year-end holiday season. Though COVID may put a bit of a damper on the holidays, I hope each and every one of you enjoy your holiday time with your families. As we slide into the holiday season, we Orbiteers certainly have something to be thankful for. The condition of Taibi Field is much improved with the plowing in of the mulch piles. Our October 18 outdoor contest ran smoothly with eight flyers competing. Retrievals appeared to be a little bit easier unless you hit a real boomer and had to enter the taller vegetation to the north.

I brought out my Winterhawk II and had one encouraging low power test flight but then the wire hook retaining the dental band on my DT setup ripped out of the pylon. Was to be expected as the sheet skin on the wing pylon was only 1/32-inch sheet. I didn't try a field fix for the problem but decided to retire the Winterhawk to the back seat of the car and watch others fly. Since I was the CD for the meet, I was able to keep busy entering times and doing addition. This was the first contest we ran that included incorporation of the USFF COVID procedures. We will continue to run our monthly contests in conformance with those procedures.

Speaking of kicking off the holiday season, why not start yours by attending the November 15 Orbiteer outdoor contest for Old Time/Nostalgia Rubber, Power and Glider. Meet starts at 8AM and goes to Noon depending on how the wind treats us.

Tim Batiuk is a regular at our monthly meets and is usually found winning some cash for his flying efforts. If you are a member of NFFS and receive their slick quarterly digest you might want to check out an article starting on page 6 of the September – October 2020 edition. Tim was recently appointed to be chair of the NFFS's newly formed Education Committee. The primary aim and goal of the committee is to promote youth free flight activities and get more young people interested and involved in the sport of free flight model aviation.

If any of you have ever been involved in the Science Olympiad "Wright Stuff" program you know how pleased you were to help junior and senior high school students experience the thrill of getting a simple stick and paper rubber power airplane to consistently perform flights of a minute or more. And, to see the smiles on their faces as they watched their creations float smoothly around the indoor gym. When I mentored school groups in the "Wright Stuff" I would always mention that if they wanted to pursue the model aviation hobby/sport further they should consider visiting an Orbiteers indoor or outdoor contest. And, to try and capture their attention, I would bring some of my free flight models to the building sessions to display what kinds of models they could pursue. My hope was that we could get some new junior club members from the Science Olympiad experience. Unfortunately, I found out I was less than an effective salesman as not many of the students I mentored pursued free flight after their involvement in the Science Olympiad. I'm hoping that Tim Batiuk and his team of five other accomplished free flyers can develop a plan that ignites the interest of young people to get involved in free flight. So, if you see Tim at the field or anywhere else don't forget to say thank you and good luck on the success of the NFFS Education →

Committee. If you have been involved in youth education and would like to assist the team you can contact Sevak Malkasyan at 879795@gmail.com.

That's a wrap for November. Stay healthy and I hope to see you at Taibi Field.

Mark

"When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return." – Leonardo DaVinci

BOARD OF TRUSTEES



Chairman

Mark Chomyn(760) 753-7164

chomyn@roadrunner.com

Vice Chairman

John Hutchison.....(619) 303-0785

johnhutchison1@cox.net

Secretary

John Merrill(619) 449-4047

johnrmerrill@yahoo.com

Treasurer (Trustee at Large)

Howard Haupt(858) 272-5656

hlhaupt1033@att.net

Don Bartick (760) 789-3773

dbartick@4-warddesign.com

Mike Jester(775) 831-8303

michaelhvester@gmail.com

Mike Pykelny(858) 748-6235

MPykelny@dslextreme.com

Open Position(xxx) xxx-xxxx
yourname@volunteer

ORBITEER TASK LEADERS

Competition Director and Score Keeper

Mike Pykelny.....(858) 748-6235

MPykelny@dslextreme.com

Banquet and Social Activity Coordinator

Linda Piazza.....(858) 748-6235

MPykelny@dslextreme.com

Safety Officer & Field Marshall

Open Position(xxx) xxx-xxxx
yourname@volunteer

Web Master

Kathy McLaughlin.....(619) 303-0785

kamclaughlin1@cox.net

Newsletter Editor / Membership Coordinator

Howard Haupt(858) 272-5656

hlhaupt1033@att.net

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:

Howard Haupt

3860 Ecochee Avenue

San Diego, CA 92117-4622

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

Webmaster: Kathy McLaughlin



Tim Batiuk – October Flying

Nose Block Retention

By Mike Jester

It is very important that the block of a rubber powered airplane fit snug in its fuselage. It is essential that you maintain the optimum amount of down thrust and right thrust needed in your model that will be determined through a series of trim flights. If the nose block can wiggle around, trimming your model for consistent stable flights with the typical desired circular pattern will be nearly impossible. No matter how snug the nose block is initially, over time it will wear and be easier to insert into the fuselage and also a little more likely to fall out. It may still fit tight enough to maintain the correct thrust line. Sometimes I wrap and glue a thin strip of tissue around the plug later on in the life of the model.

With models that have a spring tensioner in the prop assembly, the prop will stop turning when there are still some turns in the rubber motor, e.g. 50, and the rubber motor will not go slack. There will usually still be enough tension on the rubber motor pulling on the prop shaft to hold the nose block and prop in place. The GizmoGeezer prop assembly has a built-in spring tensioner. For homemade prop assemblies, it is easy to effectuate a spring tensioner in the prop assembly where you have a folding prop, such as in a Gollywock. It is not easy to effectuate a spring tensioner in an OTR model with a free-wheeling prop, i.e. one that does not fold. If the nose block comes out of the fuselage and the prop shaft hook remains coupled to the rubber motor, a dangling nose block and prop will act as a DT and the model will come down quickly. This is very bad if you are flying your model in a contest. Even worse, sometimes the rubber motor will decouple from the hook and the nose block and prop will fall to the ground, often never to be recovered. If you have a balsa wood free-wheeling prop you should round the upper edge of the plug of the nose block. This will allow the nose block to pivot forward when one blade touches the ground on landing, greatly lessening the chances that the prop will break. The picture below of nose block and prop assembly of my third Gollywock shows the rounded upper edge of the plug of its nose block. Looking back, this was a waste of time on this model as the prop folds and there is no need for the nose block to be able to pivot forwardly. Oh well, no harm, no foul. If I ever fly this model with a fixed prop then I can swap it in on the same nose block, but re-trimming of the model will be necessary after doing that.



Rounded Upper Edge of Plug on Nose Block

Five or six years ago I came up with a simple solution for preventing the nose block from falling out when the model is aloft. In my outdoor sport models with free-wheeling props I usually incorporate a retention mechanism for the nose block. It is pretty simple, and very reliable. I drill two 3/32-inch holes in the top and bottom sides of the nose block at a 45-degree angle and glue in short stubs cut from a round wooden tooth pick. See the picture of my Alligator Embryo reproduced below. Don't ask why I call it the Alligator. Note that the stubs are angled forwardly. Then I glue retainers made of short segments cut from Basswood strip on opposite sides of the fuselage. They are cut with 45-degree angles on the front and rear ends - in parallel fashion. The retainers are glued onto the fuselage so that their rear ends form hooks. The forward ends give streamlining and look good. Of course, you would never use this scheme on a scale model.

→



Nose Block Retention Scheme on Alligator Embryo

For smaller models I use 3/32-inch square Basswood strips to make the retainers. You can use larger 1/8-inch square Basswood strips to make the retainers for larger models. You could use very hard balsa wood instead of the Basswood. If there is tissue on the fuselage where the retainers are mounted, you might want to poke a few tiny holes with a pin in the area where the retainers will be glued. This is not necessary where the fuselage has balsa wood sheeting and no tissue covering. I use CA to make sure the retainers can't break free. The retainers should be long enough, e.g. about 1/4-inch, to give enough gluing area so that they will be secure.

Slide one size 16 rubber band over the nose block (from the rear of the nose block) and then insert the nose block into the fuselage. Then hold one end of the rubber band while you hook the other end over one retainer. Then thread the two legs of the rubber band in front of the stubs and hook the remaining end of the rubber band that is still in your fingers over the other retainer. I sometimes use a small Allen wrench to facilitate hooking the ends of the rubber band over the retainers. The small Allen wrench supplied with Gizmo Geezer prop assemblies works well. It is just a convenient hook. The mounting location of the retainers can be selected to get the right amount of tension on the rubber band. You want enough tension to hold the nose block in place but not so much that it cannot pivot when one blade strikes the ground on landing.

My nose block retention scheme described in my previous post can be modified by placing the stubs on the sides of the nose block. Two smaller rubber bands are then used to retain the nose block. Each rubber band goes over a stub and around a corresponding retainer. The picture reproduced below of the front end of my third Flying Aces Moth that shows this modified scheme more clearly. Two small rubber bands are used to hold on the nose block, on opposite sides of the fuselage. BTW, my first Moth flew OOS on a low power trim flight on its first day at my large flying field. I am sure I set the DT on this model on that flight. Two days of searching did not find it. My second Moth has been flown by me for years, but had so many tissue repairs that I built a third Moth. →



Nose Block Retention Scheme on Flying Aces Moth

Don't forget to secure the nose block with the rubber band(s) after you wind the rubber motor, couple the prop shaft to the rubber motor, and insert the nose block into the fuselage. Put this in your mental check list before you launch.

A very experienced free flight modeler recently scoffed at my nose block retention scheme and said it was unnecessary if you just had a tight-fitting nose block. He said it was too bothersome to attach the rubber bands after winding, withdrawing the blast tube, connecting the rubber motor to the prop hook, and inserting the nose block. I respectfully disagree. I lost one of the best balsa wood props I ever had when I failed to secure the nose block on my first Gollywock with two rubber bands before launching. I don't think the nose block was loose as I would not tolerate deviations from a pre-determined optimum thrust line. This Gollywock had a beautiful carved balsa wood free wheeler prop. See the picture reproduced below. I was flying the model in a contest at our Perris, California flying field. On an official flight, the model had climbed out nicely, but after the motor run finished the model abruptly went into a stall. I immediately knew what had happened as I thought I noticed, albeit from a great distance, something drop out of the nose of the airplane. I immediately remembered failing to secure the nose block with rubber bands. Sure enough, after about a minute of descent in a series of stalls, my Gollywock landed without any nose block or prop. Somehow when the rubber motor went slack the Crocket hook worked its way off that big old hook on the prop shaft. I still can't figure out what caused the nose block to move forward out of the fuselage of this model during flight. Perhaps the thick braided rubber motor somehow pushed forward on the hook. I didn't even bother to search for the prop and nose block, as they had been ejected over a large expanse of 3-foot tall, nearly impenetrable light brown weeds which unfortunately were the same color as the balsa wood prop and nose block. This flight took place in the OTR event our club was running. We fly under AMA rules but when writing this article, I could not find the rule stating what happens in outdoor flight if a piece of the model comes off. I don't remember if this flight was counted or not. So I continue to use of my nose block retention scheme to this day.





13-inch Free Wheeler Prop Lost at Perris, California When Ejected from My Gollywock



FROM THE WORKBENCH – Bob Hodes

This is a Hellcat from Mike Nassise plans. The original plans were for Dime Scale (16"). I enlarged them to 24" and added stringers to give the fuselage a more rounded shape.

The model is intended for FAC WW2 mass launches.



FROM THE WORKBENCH – John Merrill

As avid readers of this newsletter, you've no doubt seen this in various stages of progress a few too many times now. However, as the world's slowest model builder, I am happy to say I've finally got it finished.

This is a Dime Scale, originally kitted before 1942, now produced by Easy Built Models. She's a 1937 Howard DGA-9, with a 15" wingspan.

Thanks to Covid, I've managed to finish more models this year than I have in the last few decades combined, and this is the 3rd Dime scale completed. I'm not sure what I want to build next, sport or scale, but either way I'll keep you posted. I hope YOU keep us posted, too.

What's on your workbench?



Mark Chomyn – October Flying



Mike Pykelny – October Flying



Lost Hills Free Flight Model Airfield Contests September/October-Don Bartick

For those of you in Orbiteers land who have not attended a contest at Lost Hills, CA, let me say that you have missed out on flying at the one of the best fields in the world. The Covid-19 fiasco put a hold on contest activity for most of the year. Finally in September, Lost Hills opened up to host the US Free Flight Championship using Covid protocol to keep everyone as safe as possible. The contest attracted 50 contestants and plenty of support folks that wanted to get outside and be normal for a weekend. The weather behaved throughout the weekend. Sunny, with temperatures in the 70's/80's. These conditions provided a whole lot of free flight activity. I was fortunate to win P-30 with my High Tail 30 design. Arline took photographs that she submitted to the NFFS Digest.

The San Valeers and SCAMPS hosted their annuals in October. The combined contests drew close to 40 contestants. All following Covid protocol. Again the weather behaved well throughout the weekend. A contest report should be somewhere within the ET.

A History Lesson

The Lost Hills FF Model Airfield Association has rights to the 640 acre field in perpetuity as result of a gift by the John Crean estate. John was an avid free flight enthusiast. He owned the Fleetwood RV and Coleman Industries. As such, he was very well healed. John purchased the Lost Hills field so that the free flight community would always have a place to enjoy our sport. The field became the replacement for Taft that had been the Mecca for free flight activity for years. But development in the area made the field obsolete for contest purpose. The field has been a favorite for the FAI World Championships. Having just held one there in February this year. Our neighbor, the Holloway Gypsum company has made their property that is contiguous to the East side of our field, available for use. As such, it provides an additional ½ mile for chasing planes before arriving at obstacles like nut trees.

Lost Hills is now the Mecca for all things free flight. I sincerely recommend that Orbiteers make the journey to participate in one or more contests that are held during the year. The Orbiteers have been holding our annual contest the middle of May for the last 61 years. For the contest schedule at Lost Hills, go to the website: www.LHFFMAA.com.



Don Bartick

2020 San Valeer's Contest

Photos by:
Arline Bartick



Stan Buddenbohm →

Perris October Orbiteer Meet – Photos by Arline Bartick



Bill Booth



Clint Brooks



David Wade



Don Bartck



The Flight Line



Jim Luken



John Hutchison



1



2



3

- 1-S.Buiddenbohm
- 2-M.Chomyn
- 3-M.Pykely



2020 San Valeer's 21st annual and 32nd Nostalgia annual contest report by Terry Thorkildsen

This year we had to combine our two annuals for the San Valeer's due to Covid-19. Never the less, we still had good attendance and ended up with 36 contestants. It was a well rounded crowd since we had some juniors competitors along with a husband and wife both competing.

Saturday the drift was moderate and directly towards Holloway road making the chases a bit more challenging. Sunday conditions were perfect with light winds that were away from the trees on the one side of the field.

Some of the highlights of the contest were the long battle in vintage FAI between Ed Decker and Bruce Hannah. It was a popular event with 6 competitors and Ed Decker won it with 8 straight maxes while Bruce short fused himself and DT'd early on the 8th max.

C/D gas was very competitive this year with 9 flyers and Terry Kerger had high time of the meet with 9 straight maxes flying his Satellite 788 while Jeff Carmen dropped his 8th max for 2nd place and Randy Secor dropped his 8th max a bit more for third place.

P-30 was also one of the two most popular events with 9 entries. Don Bartick won it with 3 maxes plus flying his high tail 30 design. Jim Kruse had 342 seconds for 2nd place with Ates Gurcan right behind at 342 seconds.

B gas had 6 entries but Terry Kerger was the only one to max out with 4 maxes flying an Astrostar. Guy Menanno was second with 504 seconds followed by Jeff Carmen in 3rd.

In A gas even though we had 5 contestants strangely enough no one maxed out but Guy Menanno came the closest only dropping 7 seconds with Kellen Keller (Ricks grandson) who is a junior getting second with 516 seconds flying his grandfather Rick's warrior design.

1/2A gas had 6 entries and was won by Jim Parker flying an original with two Juniors close behind with Hudson Kruse flying a ramrod to 2nd place and Kellen Keller flying a Mini pearl. The sad story on this event was that after Don Bartick put up one max on his cyclon Mini pearl and went to retrieve the model he first got a signal on his tracker but it disappeared when he went to the indicated location. Possibly someone had picked it up and may have stole it.

A nostalgia had 6 entries with Bruce Hannah continuing his winning ways with 7 maxes followed by Bob Scully flying a HH .049 powered Blazer no less with 5 plus maxes.

In B/C Nostalgia Randy Secor was one of two people to max out with 5 maxes and Don McNamee stopped at 3 maxes for 2nd place.

The Hunter memorial was won by Guy Menanno at 5:37 with Mark Eddingfield close behind at 5:30 This event allows a 15 second motor run for VTO and it is timed to the ground. All proceeds go to the cancer society.

This year we had a special Joe Wagner Dakota memorial event. Dave Wagner (Joe's son) generously donated \$100 for the event to honor his late father who designed the Dakota. Brad Levine won the event by being within 12 seconds of his target time of 60 seconds.

In HLG we had 4 contestants and this event was won by Guy Menanno but the thing that we all enjoyed seeing was that Sara Menanno the wife of Forrest Menanno placed second in this event even beating out her husband. She flew a bunch of events and both her and Forrest Menanno were having a ball the whole weekend. Forrest is a lucky man to have a wife that enjoys the hobby that is for sure.

Sunday we handed out some really great merchandise and with kits and engines and such, along with wood and fuel and a raffle at the end. Everyone seem to have a smile on their face at the end.

I want to thank Norm Furutani who was my co-CD for making this a successful contest along with all the contestants that supported it. Hopefully we will see you all back next year when we plan to have two separate contests like in previous years.



2020 San Valeer's 71st annual and 32th Nostalgia Annual Results

1/2A Gas (6)

1	Jim Parker	Original	TD .049	465
2	Hudson Kruse	Ramrod	TD .049	453
3	Kellen Keller	MidiPearl/Sat	226TD.049	442
4	Forrest Menanno	Tornado	TD .049	354
5	Bob Scully	Mod Satellite	TD .049	308
6	Don Bartick	Super Pearl Cyclon		180

A Gas (5)

1	Guy Mennano	Tina 11 Nelson	.19	533
2	Kellen Keller	Warrior Rossi		516
3	T. Thorkildsen	Astrostar 600 KB	3.25	500
4	Jim Parker	Astrostar Cyclon		476
5	Forrest Menanno	Fubar X	Max III	361

B Gas (6)

1	Terry Kerger	Astrostar 600 K&B	3.5	720
2	Guy Menanno	Rockstar 456 Nelson	.21	504
3	Jeff Carman	Shocker K&B	3.5	489
4	Forrest Menanno	Shocker ST	.25	344
5	Robert Donnelly	Satellite	K&B 3.5	127
6	Daryl Perkins	Pilfered Pearl	K&B 3.5	112

C/D Gas (9)

1	Terry Kerger	Satellite 788 K&B	7.5	1620
2	Jeff Carman	Texan 832 Nelson	.40	1390
3	Randy Secor	Tartor K&B	.40	1372
4	Matt Kruse	Satellite 900 K&B	.40	1038
5	Guy Menanno	Satellite 788 Profi	.40	1037
6	Daryl Perkins	Wild Child K&B	7.5	878
7	Lee Ulinger	Blizzard 840 FP	.40	490
8	Robert Donnelly	Starduster Torp	.40	470
9	Ed Decker	TNT	K&B .40	171

1/2A Nostalgia (4)

1	Peter Pfarr	Ramrod	Med .049	485
2	Jim Kelley	Fubar X	Med .049	480
3	Don McNamee	Frisco Kidde	Med .049	477
4	Mike Mayea	Texan	Med .049	329

A Nostalgia Gas (6)

1	Bruce Hannah	Monk Max III	.15	1260
2	Bob Scully	Blazer HH	.051	975
3	Guy Menanno	Ramrod 600 Veco	.19	540
4	Phillip Ronney	Top Banana Max	.19	520
5	Sara Menanno	Zingo	Max III .15	476
6	Forest Menanno	Fubar X	Max III .15	381

Bob Hunter Memorial Best flight 15sec Motor

1	Guy Menanno	1200 Warrior ST	.65	5:37
2	Mark Eddingfield	Condor OPS	.60	5:30
3	Jeff Carman	Texan Nelson	.40	3:23
4	Bob Scully	Satellite 588 K&B	3.5	2:04

Vintage FAI (6)

1	Ed Decker	Max Hawk Rossi	.15	1440
2	Bruce Hannah	Monk V2	Max III .15	1428
3	Guy Menanno	Cressendo V2	Max III	788
4	Jim Kelley	Fubar X	Max III .15	388
5	Randy Secor	Cresendo	Max III .15	180
6	Forrest Menanno	Fubar X	Max III .15	163

HLG (4)

1	Guy Menanno		282
2	Sara Menanno		188
3	Robert Donnally		121
4	Forrest Menanno		90

Catapult Glider (5)

1	Henry Feistel	Original	352
2	Lee Ulinger	Ospray	287
3	Robert Donnally		267
4	Forrest Menanno		88
5	Gideon Feistel	Scout	49

1/2A Golden Age (4)

1	Bruce Hannah	Orbiteer TD.049	526
2	Forrest Menanno	Jabbaroo TD .049	470
3	Jim Kelley	Sundancer TD .051	419
4	Mark Sexton		290

P-30 (9)

1	Don Bartick	High Tail 30	362
2	Jim Kruse	One Nite 28	342
3	Ates Garcan	Fantasmic	341
4	Glenn Grell	Twin Fin	335
5	David Martin	Super P-30	329
6	Mike Mayea	Shark	325
7	Mark Sexton	Teachers Pet	323
8	Henry Kruse	Pirate	306
9	Bruce Grell	Polecat	242

BC Nostalgia Gas (5)

1	Randy Secor	Hoosierhotshot Joh	CS.35	900
2	Don McNamee	Cresendo ST	.35	540
3	Guy Menanno	Ramrod 750 Veco	.29	525
4	Jim Kelley	Texan 484	K&B .201	409
5	Jeff Carmen	Lucky Lindy	Max .35	307

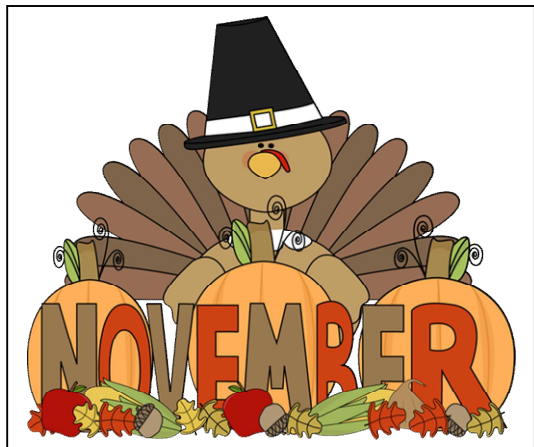
Nostalgia Rubber (2)

1	Ates Gurcan	Cizek XL 56	780
2	Glenn Grell	Crontointin	466

Dakota Joe Wagner memorial

1	Brad Levine	60sec target difference	12 sec
2	Tom Laird		Attempt
3	Phil Ronney		Attempt

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



WHAT'S HAPPENING - NOVEMBER 2020

Local Events:

SDO will be flying Sunday November 15TH ,
Taibi Field, Perris CA, 8:00 am to Noon.

Old Time/Nostalgia Rubber
Glider (Hand Launch, Catapult, Towline)
Power



2 minute max, Glider 90 seconds

See you at Perris CA - - - - - → November 15TH 2020