

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

AUGUST 2019



Prez's Corner – *Mark Chomyn*

Where has summer gone? As much as I've enjoyed this summer, I'm ready to get back to the field in September. Don't forget to mark your calendar for September 15 and the restart of the Orbiteers 2019 flying season at Taibi Field in Perris. Events will be Old Time/Nostalgia Rubber, Glider and Power. And, don't forget that one week later on September 21-22 there's the two-day Scale Staffel contest also in Perris. Hope the two-month period of no contests gave you time to get things ready for September.

If you recall in last month's presidential diatribe, I mentioned getting the bug to construct a Jimmie Allen Sky Chief in time for the Oasis Flyers July 24 contest. Well, with the help of a laser cut short kit and plan from Jim O'Reilly I was able to construct the Sky Chief in two weeks. The whole process was a great learning experience. I learned that you can get a plane built quickly if you: 1.) Don't worry about personal hygiene (a shower once a week is adequate, underarm deodorant takes care of the rest) 2.) Eight hours of sleep is overrated (4-5 works fine, your adrenaline level is boosted by the building process) 3.) Cut back a little on spousal interaction (giving someone a little space is a good thing) 4.) Formal dining is a waste of time (keep plenty of quickly nuke able snacks in the fridge) and 6.) Up the lighting wattage in the garage building area (things can get a little fuzzy at 3AM).

The morning of July 24 saw me heading up to Perris with the Sky Chief and a Miss Canada Senior. The Oasis folks start a half hour earlier (7:30AM) than the Orbiteers, so being on "Orbiteers time" I was about a half hour

late for the contest. After setting up my gear I learned that the Sky Chief mass launch would be the first event. I heard the announcement that flyers should get ready to wind inn 15 minutes. I quickly rushed over to the west side of the entry road where some taller grass was growing on the east side of the drainage ditch. Two quick (and ugly) test glides and I got the courage to put in 50 winds. The powered test flight resulted in a quick right dive and a broken wheel (note to self, beef up wheel collars). Undaunted, I removed some right thrust and put a 1/32" shim under the stab to address the dive. Boldly put in 100 winds and gave a gentle toss resulting in a good release turning to a stall (add down-thrust dummy) and further damage to the already wobbly wheel. As I walked back to the car, I heard the call for flyers to get ready to launch. Saw at least six Sky Chiefs head skyward, none of which were mine. Another lesson learned; don't show up at the field with an untested plane. Put the Sky Chief away and did a test flight with the Miss Canada. Looked good, decided to give it a serious winding and was treated to the sound of several strands of my motor breaking. Decided this just wasn't my day and spent the rest of my time walking the flight line and looking at the other flyers Sky Chiefs to see what flight settings they had on their planes. As the heat ratcheted up toward 90, I decided to call it a day at about 10AM. I left with a much better understanding of why our club goes dark in July/August and that the Oasis flyers are a hardy bunch.

(Continued next page)



Just got an e-mail, from Mike Pykelny, with a photo of the E-36 winners at the 2019 AMA Nationals. Noticed a couple of very familiar faces often seen at Taibi Field.



In first place in E-36, Stan Buddenbohm and coming in third Don Bartick. Congratulations guys! The trip to Muncie was Don's first and on his "bucket list". As you may or may not know Don will be turning 80 in August, so the placing at the Nationals was a great (and well deserved) early birthday gift. I got to see his E-36 at our last board meeting and it sure looked like a winner. So, next time you see Stan and Don at Perris make sure you offer your congratulations.

Also below is a photo of my ill-fated Sky Chief. When I got back home my first task was to reinforce its wheel hubs with plywood discs. I think this should help the landing gear hold up to the firm landing surface at Perris.



The Sky Chief is a really good-looking design. Very classic old-time ship somewhat reminiscent of a Curtis Robin except for the cowl and sweptback wing. In fact, the red and blue tissue I used was influenced by a photo of a Curtiss Robin I saw on-line. Getting back to the sweptback wing, I think I read in a free flight blog that a swept-back wing actually works like having wash-out on both wing tips. If any of you have any accurate information on this please let me know.

That's a wrap.

- Mark

"Oldtimers weekends and airplane landings are alike. If you can walk away from them, they're successful". Casey Stengel

FROM THE WORKBENCH - J.Merrill

I'm including a couple of pictures of a walnut scale model I've been tinkering with called Mr. Mulligan. It's from the Dumas line of laser-cut kits. Had to fill in around the nose, and figure out how to incorporate the plastic nose cowl. I figure the extra structure up front is okay, as it'll probably need nose weight anyway.



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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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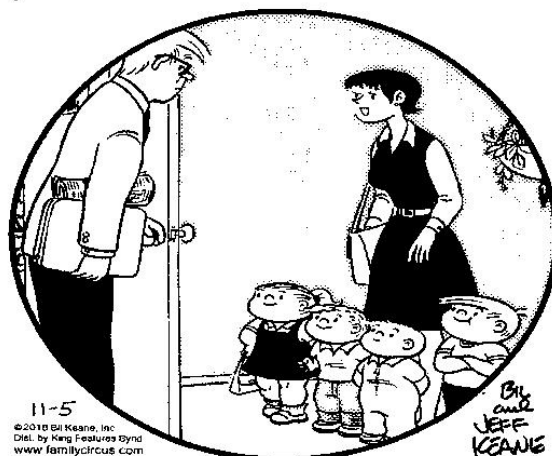
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www.SanDiegoOrbiteers.com

Webmaster: Kathy McLaughlin

Family Circus BY JEFF & BIL KEANE



"We're going to take a vote to see if we should all go out for pizza."

Orbiteers - Indoor Contest Results - August 4, 2019



Limited Penny Plane

<u>Flier</u>	<u>Best 2 of 5 flights</u>		<u>Total</u>	<u>Rank</u>
Greg Hutchison	284	324	608	1
Mike Jester	277	290	567	2
Don Brent	233	154	387	3

Scale Staffel - Indoor Contest Results - August 4, 2019

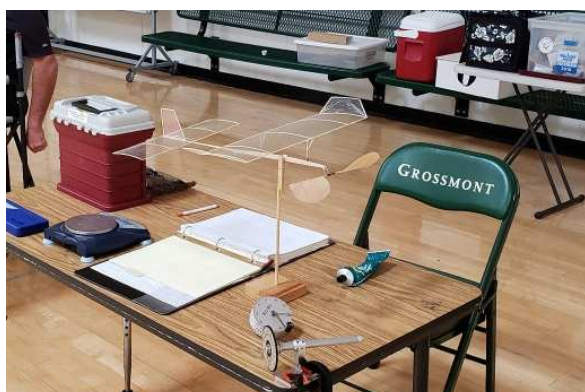
No-Cal

<u>Flier</u>	<u>model</u>	<u>3 flights</u>			<u>Total</u>	<u>Rank</u>
Don Brent	Piper Lancer	86	89	109	284	1
Steve Sibersky	Chamber Maid	90	62	84	236	2
Mike Jester	Pilatus Porter	82	36	58	176	3
John Hutchison	Hughes Racer	20	21	23	64	4

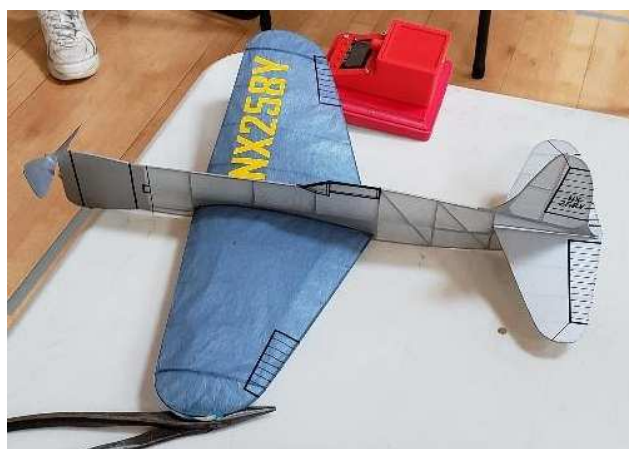


Photos by Mike Jester

John Swain preparing a Limited Penny Plane model



Well organized flight table



Hughes H1 Racer No-Cal by John Hutchison

The E-36 Event

By Mike Jester



For many decades there were a number of very popular outdoor free flight events in which glow fuel engines on timers powered balsa wood aircraft to several hundred feet in a corkscrew pattern for ten seconds. When the engines quit, the models would transition into a nice long glide. The various classes of such “gas” models were (and still are) determined by the engine size. For example, the 1/2A Class was for models with glow fuel engines of up to .049-inches in displacement.

The advent of modern LiPo battery technology, powerful lightweight brushless DC electric motors, and sophisticated power control and timing circuitry eventually led to the introduction of the E-36 Class as a provisional event. FAI calls this class F1S. In essence the model must be battery powered, have a minimum weight of 120 grams, and a maximum wing span of 36-inches. During regular competition flights the maximum duration of the motor run is 10 seconds and the maximum flight duration is 2 minutes. I understand it is very hard to build anywhere near the 120-gram minimum weight and that 150+ grams is a more realistic goal.

As you might expect many popular 1/2A designs were used as the basis of successful E-36 designs. The late John Oldenkamp, a long-time member of the San Diego Orbiteers, designed an E-36 which he called the Joulebox. It is an excellent flyer and is available in kit form from CB Model Designs. The design has been updated and is now called the Joulebox MK III.



John Oldenkamp and His Joulebox - Otay Mesa, August 26, 2007

Stan Buddenbohm is one of the top E-36 flyers in the world. He flies the Apache II model which has no wing pylon and a distinctive set of tail feathers that include twin circular fins. I was stunned when I first saw its 20 degree down thrust.



Apache II E-36

Continued Next Page

CB Model Designs currently sells a kit for the Apache II MK II E-36. It evolved from Ralph Ray's 1960 Nats winning 1/2A gas model that was kitted by Veco for many years. An E-36 climbs to a very high altitude and definitely needs a DT. Moreover, the DT should be radio controlled so that the model can be de-thermalized quickly after the motor run in a series of test flights to make trimming more efficient. More importantly, the remote DT should allow the motor to be shut off in the event the launch goes bad to prevent the model from powering into the ground. I plan take up the E-36 event with the assistance of Stan and Don Bartick, who placed first and third, respectively, in the E-36 event at the just-completed 2019 AMA Outdoor Nats in Muncie, Indiana.



AMA 2019 Outdoor Nats - E-36 winners - Bartick 2nd from left - Buddenbohm far right

If Clint Brooks is at our flying field in Perris, I will be sure to enlist his help. He is also one of the best E-36 flyers around. E-36 is usually flown in the Power event held at each of the Orbiteers' outdoor contests.

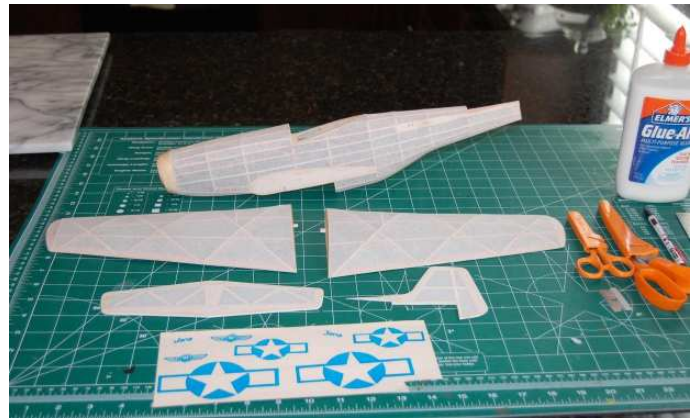
P-51 Build - D.Scigliano

I had a week off work so I was able to build one of my many kits, the Old Comet Super Stars series P51. I have all these old kits like most of you and I really want to build them all since I am not a collector. When I first started buying these kits my thoughts were to heavily modify so they could fly well or at the very least modify for electric. After a couple of builds I soon realized I would never get all these old kits built at the pace it takes to make the necessary modifications. I decided that I will just build them for fun and do my best trying to get them to fly on rubber power. Right now I am too busy with work, but hope to retire in 6 years and be able to build competition models for club events, but for now I am going through my vintage pile. The Comet Super Star series was the last designs by Comet, and probably the worst. As many of you remember these kits were heavily over engineered with a cardboard tube running down the fuselage and the crazy X construction wing ribs. The wood is heavy die stamped meaning the parts are partially cut but the builder has to cut the parts all the way from the balsa sheet. Comet did this to prevent crushing the individual parts

(Continued next page)

(P-51 Build from previous page)

when die cutting the balsa, so they say. The build is pretty straight forward and I decided to use an old large tube of Testors Fast drying cement that was still useable, you remember that great smell. The parts were ok, but did require some sanding and fit adjustments and the directions are not the best. Once again I built per the plans except I did make the landing gear removable, the landing gear alone weighs 16 grams. I never understood why Comet added these heavy wood wheels to their kits, they weigh about a third of the final build. For covering I used the domestic tissue that came with the kit, a little yellowed but otherwise in good shape. I brushed on 50/50 Elmer's glue mixture and covered the fuselage with two pieces of wet tissue, a left and right side. I prefer to cover this way vs covering in multiple sections to prevent seams and speed up the build. Yes I know, domestic tissue is terrible and you can only cover wet with Esaki, well that is not true domestic tissue works just fine. The wing is covered dry except the tips; I had to wet the tissue so it would lay down nice and smooth. Once the structures were covered and shrunk, I brushed on two coats Sig Lite coat. I used the paper decals in the kit which had to be glued in place. The worst part of this build was the canopy; I should have robbed one from another P51 kit. This kit does not come with a formed canopy; instead you get a sheet of old clear plastic acetate. They provide a origami pattern, but that does not help much for the final product. I found my trusty canopy glue does not work on this old plastic material so I had to use medium CA, and I hate using CA glue. I finished the canopy the best I could and it will work, but I really wished comet would have provided a vacuum formed canopy, they added one in their 24 inch P51. To balance I had to add lead weight to the nose and she glides really well and I cannot wait to get her in the air, final flying weight is 60 grams for a 23 inch vintage kit.



FLYING ACES

Squadron 41 San Diego



Scale Staffel

September 2019 - Outdoor Flying Contest

Saturday and Sunday, September 21-22, 2019

7:30 a.m. to 12:00 p.m., Taibi Flying Field, Perris, CA

(Location: 33.7803656, - 117.1972964)

Prizes for 1st, 2nd & 3rd

Fees

\$8 entry fee includes one event

\$3 for each additional event

\$20 maximum: includes entry fee
and 5 or more events.

Contest Director

John Hutchison

johnhutchison1@cox.net

619-504-5731

Awards Presentation

Immediately following the final event on
Sunday

Hotel Accommodations

Red Lion

480 S Redlands Ave,

Perris, CA 92570

951-943-5577

GRAND CHAMPIONSHIP:

The flier who earns the most 1st - 3rd place
points accumulated from all three contests (Feb
16-17, May 18-19, Sept 21-22, 2019) will become
the 2019 Grand Champion. The trophy will be
presented after the last event in 2019

Pilot's Meeting @ 8 a.m. each day

FAC Single Model Events

Fly any event on either day or on both days.

1. FAC Rubber Scale
2. Golden Age Combined
3. Old Time Rubber Stick & Fuselage
(hand launch)
4. FAC 2-bit + 1 (ROG)
5. Jimmie Allen (ROG)
6. Dime Scale
7. Embryo Endurance (ROG)
8. Twice Peanut Walt Mooney
Design / FAC Rubber Combined

Mass Launch Events

Saturday

9. FAC World War I Combat
Wind at 8:20 a.m., Launch at 8:30 a.m.
10. FAC World War II Combat / Spanish
Civil War Combined
Wind at 9:20 a.m., Launch at 9:30 a.m.

Sunday

11. FAC Greve/Thompson Race Wind
at 8:20 a.m., Launch at 8:30a.m.

2019 OUTDOOR FLYING SCHEDULE

- - - - -

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

Sept 15 - **Old Time Nostalgia Rubber**

Sept 21-22 Scale Staffel Contest*

Oct 13 - **Coupe**

Nov 17 - **P-30**

Dec 15 - **Old Time Nostalgia Rubber**

*** Non-Club Points Event**

Photos by Arline Bartick



2019 INDOOR FLYING SCHEDULE

Sept 1 - P-18 & Embryo*

Oct 6 - A-6 & Phantom Flash*
Catapult Glider Event

Nov 3 - Limited Penny Plane, No-Cal* &
Canard One-Design* (Wrisley
Zephyr)

Dec 1 - P-18 & Embryo*

***Scale Staffel Event**



Small Rubber Stick

*An article by Mike Meyers, Editor of the January 2003 Southern California Ignition Flyers Newsletter,
Flight Plug
in response to a question from a new member asking where to start in building OT rubber models.*

The SAM Rule Book (1997-98 edition—but these rules have been essentially unchanged for years) makes Stick Rubber Small Size a basic SAM event. A Stick Rubber model is built to a cross section rule of not greater than length squared divided by 200. That is, if the fuselage is 30 inches long, the fuselage cannot have more than a 4.5 square inch cross section ($30 \times 30 / 200 = 4.5$). Class size separation between Large and Small rubber models is based on wing area, projected. Small Rubber models have wing areas of 150 square inches projected or less. While some would argue, I tend to think of Small Rubber Stick as a "one design class"—and that one design is the Gollywock. It has a wing area of 135 square inches. It is kitted by several different people — Campbell's Models is one of the companies that kits it. Superior Props makes a pre-carved folding prop assembly for it. There are some legal Gollywock variants — one of them being a twin-tailed version (the Vargo Wock). Check with someone like Gene Wallock before you build your Wock to make certain you have a legal version. That said, the Gollywock is so very popular because it is simple to build, comes in a handy size, and performs very well in the hands of even a relatively unskilled modeler.

Small Rubber Stick itself is a popular event — it had more entries (46) than any other class at the 2002 SAM Champs. Of those 46 entries, 26 were Gollywocks including 2 flown by Bud Romak and Bob Goldie. There were 7 Casano Sticks (George Perryman, Jim O'Reilly and Kevin Sherman) and 4 Korda C Sticks (Herb Kothe and Gene Wallock). There were also 3 Stratometers. I mention the Stratometers, because there is a kit available for that model, and because it is slightly larger at 145 square inches projected wing area

Most Gollywock flyers use a rubber motor made of 16 strands of 1/8" at 28 inches long. Gollywock. The propeller for a Wock is a 13.5" diameter folder. Jack Jella uses 16 strands but makes the motor up at 30". Jella winds his Gollywock motors to 30 to 35 ounce inches of torque. The late Don Ross (our Canadian "snowbird" at Taft in years past) wound his Gollywock motors to 45 ounce inches of torque, after calculating that a Gollywock motor should burst at about 55 ounce inches. As they say, don't try this at home unless you are using a blast tube in your model.

Those flyers that like the Korda C Stick point out that it has a longer fuselage, and so you can put a longer rubber motor in it than goes into a Gollywock. Gene Wallock recommends a 16 x 1/8" by 36" rubber motor for the Korda C Stick.

The Casano Stick has its adherents. I think that SCIF'er Wade Wiley likes the model, and that Len Kendy from Northern California shows up with a well flown Casano Stick at most OT rubber contests. Maybe Wade can tell us at the SCIF annual dinner or the next SCIF meeting why he likes the Casano Stick. Certainly a model chosen by such great rubber flyers as George Perryman and Jim O'Reilly has something going for it.

Well it's a case of every man to his own taste — but if you want to get a start in OT rubber modeling, Small Rubber Stick is a class with a lot of good choices and a lot of competition. That's a good thing, because you can learn from watching others who are flying the same model. The models don't take forever to build, many of the most popular designs are available as kits, the models are easy to handle on the field, and like the Pizza Man — they deliver. Get to building, so you can have a new Small Rubber Stick model for the opening contest of the 2003 season. I'm headed out to the garage myself, to build a new Wock from a Campbell's Models short kit with ribs only, and a Superior folding prop blank. The SCIF Kickoff is at Taft on March 1 & 2 and my new Wock should see the air there.

Ad Zeppelin

Goodyear's **Wingfoot Two** isn't a blimp. It's a 10-ton tire-selling American icon.

by John Pearley Huffman

▼ **GOODYEAR'S NEWEST-GENERATION BLIMP** doesn't ferry passengers from one place to another, nor does it carry cargo anywhere, engage in dogfights with other blimps, or drop bombs. It's great at capturing those Brent Musburger-spec establishing shots of televised sporting events ("You are looking live at . . ."), but overall its utility is limited. It cruises at about 40 mph and tops out near 80. It's enormous but can carry only 14 people because much of it—up to 297,527 cubic feet—is filled with inert gas.

Also, it's not a blimp.

It is, however, 2957 inches of iconic automotive culture, and its 12-ribbed carbon-fiber-and-aluminum skeleton means it's technically a semirigid airship; blimps are, in contrast, giant balloons. A product of Germany's Zeppelin Luftschifftechnik (ZLT), *Wingfoot Two* was built on ZLT's New Technology (NT) platform. Five NT models exist worldwide. Some have been deployed for geological and atmospheric research, but they are mostly just used for advertising and carrying passengers on sightseeing tours. *Wingfoot Two* was assembled by Goodyear and ZLT teams in Ohio before taking up residency in 2017 at Goodyear's 51-year-old airship base in Carson, California. Goodyear launched the *Pilgrim*, its first nonrigid blimp built for publicity purposes, in 1925 and used nonrigid ships right up until the last one, the *Spirit of Innovation*, was retired in 2017.

[+] Comfortable seating for up to 14, fantastic visibility, gets invited to all the best events, builds brand awareness.
[-] Slow, doesn't corner, the parking brake weighs 32 tons.

On the ground, the blimp—er, zeppelin—is moored to and moved by a 12-wheeled, 63,500-pound Mack "mast truck." While the airship's massive pressurized hull, known as the envelope, creates modest lift at cruising speeds, once the mast truck releases its hold and pulls back, the ship is directed mostly by shoving and cajoling. Each of the three 5.9-liter flat-four Lycoming engines (two on the flanks and one in the tail) makes 200 horsepower. They can tilt their propellers in the vertical plane to direct the ship's pitch and vertical motions, but it's how the pilot trims the craft that adds some grace



to the natural wallow. The pilot pumps fuel fore and aft between tanks and shifts air between the ship's front and rear ballonnets—air bladders inside the envelope—to dial in its pitch. A fourth propeller, geared off the tail engine, directs thrust horizontally to control yaw. Climbing and descending involve a constant act of balancing ballast and thrust.

The unpressurized gondola is integrated into the zeppelin. Two pilots face a conventional-looking cockpit with modern avionics, but the flight variables are very unconventional. There are no rudder pedals, and levers manage the contents of the front and rear ballonnets. *Wingfoot Two* flies slowly and stably, and its greenhouse is so open that there's never the sense of confinement you get in an airliner.

The mast truck is one of seven ground vehicles (including a second mast truck for contingencies) that precede the airship wherever it goes. Even when it's parked in Carson, the ship is tended to by a ground-crew member who monitors helium levels and the ship's behavior in the wind. None of this is cheap and all of it is paid out of Goodyear's public-relations budget. Because whether you call it a blimp or a zeppelin, *Wingfoot Two* is actually a tire-selling machine.

GOODYEAR ZEPPELIN NT LZ N07-101

VEHICLE TYPE:

mid- and rear-engine, 4-propeller, 14-passenger, 2-door airship

BASE PRICE:

\$16,600,000 (est)

ENGINES:

3 pushrod 8-valve 5.9-liter flat-4s,

200 hp each

TRANSMISSION:

1-speed direct-drive

DIMENSIONS

WHEELBASE: 132.2 ft

LENGTH: 246.4 ft

WIDTH: 64.8 ft

HEIGHT: 57.6 ft

CURB WEIGHT:

150/19,780 lb

(with helium/unfilled)

PERFORMANCE

(C/D EST)

ZERO TO 60 MPH:

90.0 sec

TOP SPEED:

80 mph

FUEL ECONOMY

2 mpg (at 40-mph

cruise, C/D est)



photography by JAMES LIPMAN

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WHAT'S HAPPENING -

September 2019

Sept. 1 - **Indoor Flying**

Grossmont College (Upper Gym), 7:30 am to 11:30 pm.

Feature Events: **P-18 & Embryo***

Sept. 15 - **Orbiteer Outdoor Monthly**

SCAMPS Field, Perris CA, 8:00 am.

Feature Event: **Old Time Nostalgia Rubber**

Other Events: **E36, Power & HLG/Catapult Launch Glider**

Sept. 21-22 **Scale Staffel Outdoor Flying Contest**

Taibi Flying Field, Perris CA; 7:30 am to 12:00 pm each day

A Flying Aces Squadron 41 San Diego Scale Contest

See enclose flyer for events and details.