

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

SEPTEMBER 2019



Prez's Corner – Mark Chomyn

Well I know some of you are sorry to see summer come to an end, but look on the brighter side..... we are ready to end our hot weather “dark period” and get back on the field at Perris. Our first meet of the “second season” is scheduled for September 15. 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 you used the summer down time to refresh some of the planes in your hangar and are ready for some serious flying.

If you’ve been reading this column you know I’ve mentioned the time and energy that Kathy McLaughlin and John Hutchison put in to keep the Orbiteers indoor venue and the Scale Staffel two-day events running. Well, for you folks who enjoy the indoor flying at Grossmont, an interesting situation popped up in the renewal of our agreement for gym use with the college. The college wanted to be sure that our club was insured. So, John and Kathy contacted AMA only to find that our charter was not current and therefore we could not be issued AMA’s insurance coverage, putting the renewal of our agreement with the college in jeopardy. John and Kathy quickly worked with AMA to fill out AMA Form 905 and reinstate our club’s charter, obtain insurance coverage and renew use of the Grossmont gym. So, if you show up at Grossmont on Sunday, September 1 the doors will be open! Thanks John and Kathy!

I just got my copy of September issue of AMA’s Model Aviation. Two articles in the magazine caught my attention, the article on the Buder Park model flying site in St. Louis

and the article directly after it on “What is Free Flight?” After reading the Buder Park article I wondered why, although they mentioned that free flight was a venue at the flying site and that the Thermaleers Free Flight Club was a part of the flying site’s regular users, there was no descriptive narrative of the free flight activities carried on at the field. It seemed that all other venues (R/C, control line, drones and rockets) were given some narrative. I checked the Thermaleers website and it appears that the only activity they fly at the site is catapult glider. Would have been nice to get a little more narrative on the free flight contingent. Then I moved on to the article on “What is Free Flight?” I found only two pages of text with some nice photos on the sport that gave birth to model aviation in the late 1920’s and has continued to this day. To me, it seemed like the article could have been a little more in-depth. I wondered, if I was a person not familiar with free flight and read the article would it stoke the fires that would make me want to take up the sport? Even so, I hope the article may get some new flyers interested in free flight or maybe get flyers from other venues (R/C, control line etc.) to give free flight a try. Don’t get me wrong, AMA is a great organization but at times I feel they don’t give the free-flight contingency much exposure compared to R/C, drones etc. And, to be clear, that’s only my opinion and not that of the Orbiteers. Enough griping, none of the above will dampen my enjoyment of free flight.

My wife and I will be heading to Seattle on September 4. Hope to make part of the itinerary either a tour of the Boeing plant or a visit to The Museum of Flight, or maybe both. Talk about aeronautical sensory overload. We

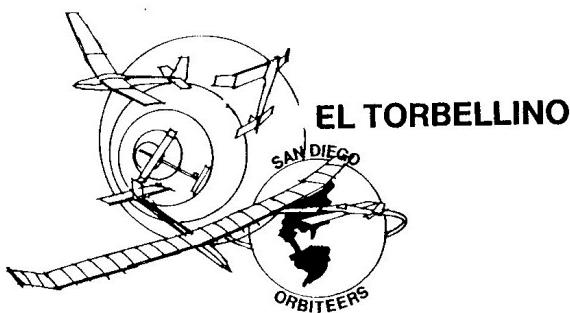
visited the Museum of Flight once many years ago, so I'm sure given the lapse in time everything in the museum will seem new again.

Keeping in the spirit of avoiding the rut of building the same old models, I'm currently building a Cleveland Model Products Co. "Flemish Defiance". It's part of a group of the "Mile Flyers" produced by Cleveland shortly before WWII. I figured the plane would make a good entry for our Old Time/Nostalgia class event. Was somewhat shocked when I saw the copyright on my plan. It read "Copyright 1959"! I panicked. That copyright date would make it ineligible for Old Timer and Nostalgia. So, I did a little Google research and found that SAM lists the plane as Old Time Rubber designed by Joe Elgin in 1940. Seems the kit I had may have been a re-issue from the 1950's. Whew, my building was not in vain. It's all framed up but probably won't be able to have it ready for September 15 due to our Seattle trip. The plane is about P-30 size and has a structure similar to the British "light weight" rubber free flight models of the 1940's.

That's a wrap. Hope I didn't bore you.

"There is an air of magic and mystery watching your own creation soar and rise, powered by the sun and wind. It is a source of satisfaction that never grows old."

From AMA Model Aviation, What is Free Flight?



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San Diego Orbiteers Board of Trustees meeting.

September 12, 2019

Held at the Hutchison's home, with seven members in attendance, including our gracious hosts, Don and Arline Bartick, Mike Pykelny, Mark Chomyn, and John Merrill. Thank you to the Hutchison's for the wonderful Mexican dinner!

The meeting was called to order at 6:58 p.m.

Minutes of the previous meeting were approved as published.

Treasurer's Report was approved as provided to the board. Thank you to Howard Haupt for his multiple reports, and diligent financial record keeping.

Membership Report – ongoing membership campaign: Mike provided a great list of all the places he and Linda have put the club's flyers. Several stores and museums involved. Thank you both for helping to keep those stocked and our information out there.

Old Business-

Indoor catapult glider event set for Sunday, October 6th.

The 2019 outdoor contest schedule was revised to reflect the following changes: September 15 and December 15 will be Old Time/Nostalgia, October 27 is Coupe, and November 17 will be P-30.

One Design contest idea that had previously been trailed has now been abandoned, as there was no consensus on a suitable aircraft, among other considerations.

Some discussion on a means to attract new fliers, tabled until a future meeting.

New Business-

There has been quite a bit of concern recently over the use of the Grossmont College gym, as it seems a new administration has come in. After considerable negotiation between the John and Kathy team and the Grossmont reps., it seems we are now back in good graces as a Public Service.

There has also been an issue with our club charter concerning the AMA. Kathy has taken care of this for this year. Thank you to John and Kathy for dealing with bureaucrats from various organizations and putting up with the extra heartburn!

Schedule next Board Meeting-will be held December 18th at Mark Chomyn's home. Rotation remains as follows: Hutchison, Chomyn, Pykelny, Bartick, Merrill, and Jester.

Contest Reports-no new reports, although Don regaled us with tales of the Nats in Muncie, IN. Seems it was a fantastic contest, one for any modeler's "bucket list".

Open Discussion – Mark found a plot of flat land near a golf course in the Fallbrook area that may be roughly 50 acres. May not be big enough for contests, but maybe a testing field. Don't yet know the owners, it's being looked into.

Good of the Order- Kathy's play "They Are Among Us" will be produced October 11-13, and will be held at the North Park Vaudeville and Candy Shop. Next stop.....Broadway! She also mentioned that a photo she took at the Perris flying site won a contest in Washington state. Congratulations on both achievements!

Call for adjournment came at 8:33 p.m.

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

The Mulvihill Event

By Mike Jester



Per the AMA rules, a Mulvihill model is a free flight rubber powered airplane that has no design restrictions except that the projected area of the wing shall not exceed 300 square inches and the total flying weight shall not exceed seven pounds, four ounces. The event traces its origins to the establishment of the Mulvihill perpetual trophy in 1923. It was donated by B. H. Mulvihill, then the Vice President of the National Aeronautic Association. The inaugural 1923 contest was won by a 16-year old flyer with a flight time of over four minutes. That contest is generally considered to be the first outdoor "Nats."

As you might expect, Mulvihill models are huge. I have never personally seen one flown but understand you can see them slowly climbing away at Lost Hills. The construction of a typical Mulvihill has a long box fuselage made of balsa wood sticks, a high aspect ratio wing with a 45 - 60-inch span usually including geodetic balsa wood ribs, and huge tail feathers. The weight of a Mulvihill can be 4 - 5 ounces (not counting rubber), and it can include a 24-inch diameter folding prop. Not surprisingly, these ships are propelled by a huge rubber motor that can weigh 100% of the weight of the air frame. The rubber motor may be made of 24-30 strands of 1/8-inch rubber. Launch torques of as much as 100 inch-ounces are typical. The design of the 1965 winning Mulvihill shown in the photo below is typical of this class.



Stratolark - 1965 Mulvihill Winner by Frank Heeb - Length 56-inches

Examples of more current winning Mulvihill designs include the Ro-Maxer by Bud Romak, the Lean Machine by Clarence Mather, and the Day Break by Carl Redlin. These models are easily capable of 10+ minute flights at dawn.

At an estate sale of model airplane parts of longtime Orbiteer, Harry Steinmetz, I bought several components that might be suitable for constructing a Mulvihill. They include a 53 x 5-inch wing, a 20 3/4 x 4-inch stab, and a 23-inch diameter folding prop. These components are shown in the pictures reproduced hereafter. I have no idea what these components were meant for. Mr. Steinmetz was not at the sale and the components were not even together.

Continued Next Page



53 x 5-inch wing and 20 3/4 x 4-inch stab



23-inch diameter folding prop

I was thinking I could use these components to construct a Mulvihill since they seem to be reasonably close to the correct sizes and proportions that would allow them to be used together on a large model of this class. All I would have to build is a fuselage and a fin. Alternatively, I could build all of the components of a single Mulvihill design per one of the many published plans. The Skywalker is a good candidate. Plans for this Mulvihill are available from the NFFS plans service. However, I am a bit lazy and I don't expect to be a serious competitor in any Mulvihill competition. My goal would be a 5-minute flight without the assistance of a thermal. I might, however, need the assistance of another flyer to wrestle with removing the blast tube and installing the prop on my Mulvihill after fully winding its huge rubber motor! I noticed that in the photo on the first page of this article, Mr. Heed appears to be winding the rubber motor inside of his Mulvihill without a blast tube installed. Since he won the event, he apparently got away with that very risky endeavor.

Orbiteers - Indoor Contest Results - September 1, 2019

P-18



<u>Flier</u>	<u>Best 2 of 5 flights</u>		<u>Total</u>	<u>Rank</u>
Steve Shepersky*	147	162	309	1
Stan Buddenbohm*	133	138	271	2
John Hutchison	123	129	252	3
Don Bartick	115	106	221	4
Jose Cetina#	114	84	198	5
Don Brent	94	97	191	6
Mike Jester	87	72	159	7

*not an SDO member

junior member

Scale Staffel - Indoor Contest Results - September 1, 2019



Embryo

<u>Flier</u>	<u>3 flights</u>			<u>Total</u>	<u>Rank</u>
Stan Buddenbohm	82	81	76	239	1
John Alling	66	54	65	185	2
John Hutchison	32	28	33	93	3
Paul Covelli	33	43		76	4



Photo by:
Arline Bartick

When something is happening on the floor people notice!

Orbiteers - Indoor Contest Results - September 1, 2019

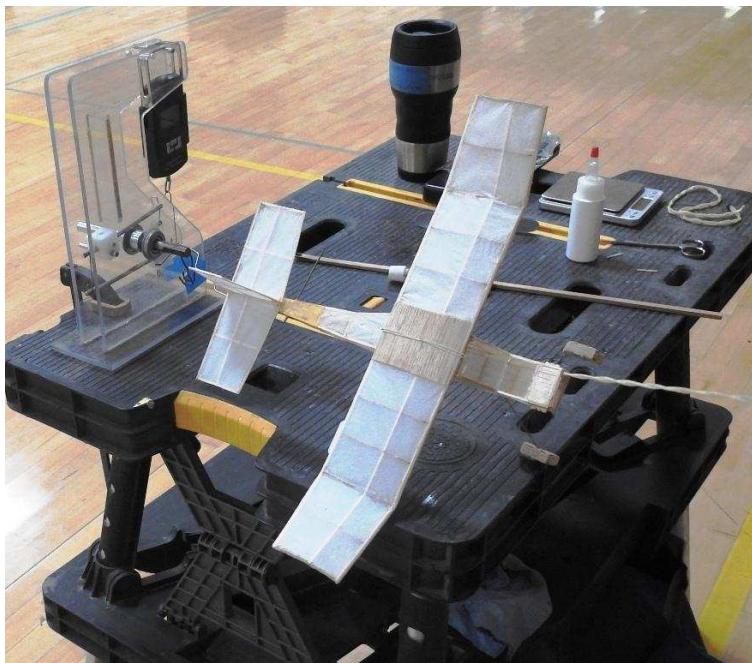
Photos by Arline Bartick



Paul Covelli



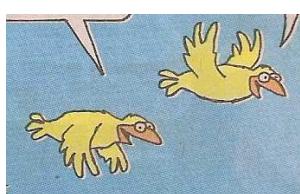
John Alling and Don Brent



Work stand and winding stooge



Steve Shepersky



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 21-22 Scale Staffel Contest*

Oct 27 - Coupe

Nov 17 - P-30

Dec 15 - Old Time Nostalgia Rubber

- Non-Club Points Event



Stan Buddenbohm at the 2019 NATS
Photo by Arline Bartick

2019 INDOOR FLYING SCHEDULE

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**



Don Bartick at the 2019 NATS - Photo by Arline Bartick

ORBITERS 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

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ORBITEER WEB SITE

www.SanDiegoOrbiters.com

Webmaster: Kathy McLaughlin

From the Building Board - R.Willis

Howdy Scoop... Attached below are some pics of my just finished WACO SRE.... It's 24", uses "split-rib" construction, weighs 72g and has a 9.5 Giz front-end. Starting motor is 6s X1/8 X 36" at 80% breaking turns = 1850w.

Just beginning flight trimming now...shows real promise. Built it for WESTFAC in October..... Thermals r



September 2019 Monthly Photos by Arline Bartick



Benrie Crowe



Clint Brooks



Mike Pykelny



Dave Wade



Lance Powers



← Mark Chomyn



Orbiteers - Outdoor Contest Results - September 15, 2019



Old Time/Nostalgia Rubber

<u>Flier</u>	<u>3 flights</u>			<u>Total</u>	<u>Rank</u>
Bernie Crowe*	120	120	120	360	1
Lance Powers	105	120	102	327	2
Mark Chomyn	105	82	98	285	3
David Wade*	85	71	86	242	4
Don Bartick	47	63	31	141	5

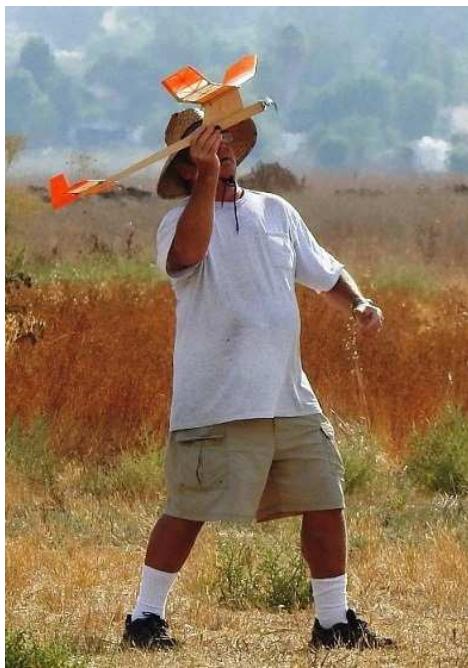
Power

<u>Flier</u>	<u>5 flights</u>					<u>Total</u>	<u>Rank</u>
Clint Brooks*	120	120	120	120	120	600	1
Stan Buddenbohm*	120	120	120	120	108	588	2
Don Bartick	120	120	120	120	76	556	3
John Swain	120	120	99	DNF	DNF	339	4

Glider

<u>Flier</u>	<u>Best 3 of 5 flights</u>			<u>Total</u>	<u>Rank</u>
Tim Batiuk*	120	120	97	337	1
Clint Brooks*	120	83	109	312	2
Stan Buddenbohm*	120	73	94	287	3
M. Rykeng*	58	76	72	206	4

*not an SDO member



Tim Batiuk →

Photos by A.Bartick

← John Swain



Check one off the bucket list – Don Bartick



I'm pretty sure that most of us have things we want to do in life and just haven't got around to it or it's not within our means. As you get older some of those things start to become more important as the time remaining becomes less and less. Therefore, we start to focus on a few must things that need to be done before we catch the last thermal. We create a so-called Bucket List. The term was a derivative from the movie "The Bucket List" starring Jack Nicholson and Morgan Freeman. This could be a written or mental list. In my case, it's more or less a mental list. Well, one such item on my Bucket List was to attend the National Aeronautics Championship (aka, the NATS) in Muncie, Indiana at the headquarters for the AMA for the first time.

Well, my 80th birthday was coming up in August and the Free Flight NATS were going to be held in August. There was no better time to check off this item. Arline and agreed that we're going to the NATS. That was the easy part. I have a cousin who lives in Indianapolis. He has been egging me on for years to go to the NATS and stay with them during the week of the competition. Muncie is about 60 miles from Indianapolis. So to stay with them was doable. That took care of our B&B for the week. Check.

Now how are we going to get there? My 19 year old truck with 300K miles on it wasn't a good idea. Furthermore, crossing the country with an open bed truck places the stuff we needed to take at risk. Okay, we need a new car. My carrier box for the planes is 6 feet long and 30 inches wide. My cousin has a Buick Enclave SUV. It has 3 rows of seats. When folded down, he measured 6 ½ feet clearance between the back of the front seats and the inside of the hatch door. Therefore this model car would work. Furthermore, my cousin thinks the car is great. Off to the Buick dealer with Arline's 2000 Buick as a trade in. Home we came with a spanking new Buick Enclave. Wow, there is a big difference in technology in 19 years. Gadgets upon gadgets to learn. Okay, now we need a hitch for the motorcycle carrier. The car didn't come with one. The dealer would install one for about \$700. No way. So, I went on line and found a hitch that fits the Enclave for \$250. The grandfather of one of my Science Olympiad students offered to help with the install. Using a U-Tube video of the install and 2 hours later the Enclave had a hitch. Check. Transportation is ready. Check.

Now, to plan the trip. Arline and I went to AAA to get maps. We had not travelled by car across county for a jillion years. The trip was going to takes us 5 days to Indianapolis. So, we planned the trip to follow I-40 going and I-70 coming back. Arline made motel arrangement at the cities we chose to stop at each night. The trip was planned. Check.

Now, what events am I going to enter? AMA needs the registration and fees a couple weeks prior to the competition. Shucks, my fleet of planes are either in poor condition or new and never flown. Well, I better enter what I think I can fly. So I entered P-30, ½A Gas, ½A Classic gas, E-36, Nos A gas, F1J (small FAI power), F1S (FAI E-36) & Mulvihill. This would keep me busy for the week. I also purchased 2 NATS shirts. Check.

We are now ready to go on this awesome journey. Headed out on July 30th for Muncie. We travelled over some of the most beautiful country in America. We did stop in Winslow, AZ for our Route 66 fix. Arrived in Indianapolis on Saturday, August 3rd. The NATS started Monday, August 5th. My cousin had a surprise for me. He is an avid Jaguar guy. Owns a couple of them. He had an invitation to a Jaguar event at the Indy Speedway for Sunday. He could take a guest. So he signed me up to go with him. The highlight was an opportunity to do a Fast Lap with a speedway driver in

a Jaguar racecar on the Indy Formula One track and on to the Speedway straight away across the brick start/finish line at 135mph. That was a breath taking experience to remember.

Monday, August 5th we're off to Muncie and the first day of competition. Arrived at the AMA Headquarters a few minutes after 8am. We had a map of the field which is about a mile square with several paved roads going every which way. The field is all grass with the exception of paved areas for control line and RC. There seemed to be activity in various locations. Aside from Free Flight, there was RC Glider competition going on. We drove over to the area shown on the map for free flight, but only campers appeared to be there. I was advised that the flight line could be anywhere on the field based on weather forecast for wind direction. We asked a person wandering around for directions to the flight line. He showed us the location. We drove over, parked and went to the scoring table to sign in only to find out that I needed to pick up my registration material at the AMA office located at the entry of the field. Off we went to get our registration material and back to the flight line to set up our canopy and unload our stuff. Now situated, I'm ready to participate.

At the end of the day, we dropped our canopy, secured the motorcycle and made sure everything was within the canopy. Then off to Indianapolis to stay with the cousins. The next morning we headed back to the NATS only to find our canopy and stuff all by itself. The flight line has been relocated somewhere. We drove around until we locate it. Okay, back to gather up our canopy, model box, motorcycle and table. Go set up again and start the day's competition. This was the daily scenario for remaining days. Ah, but it was a great experience to compete with folks from all over the country. Awards were handed out each day.

When it was over, I received a 3rd place award in E-36. This was the most competed event at the NATS with over 40 competing. Felt really good about this award. Stan Buddenbohm won the event and set a National Record. I also, received a 5th place award in ½ A gas. Felt good about this one also. The only downside was chasing the planes. The beautiful grassy field was very rough to traverse. The smart folks had rented golf carts. They traversed the field with ease. If there is a next time, we'll do the same. Overall we had a marvelous experience.

Forgot to mention that we didn't fly on Thursday of the contest because of the weather forecast. We opted instead to go to the Air Force Flight Museum at Wright Patterson AFB in Dayton, OH. It's an incredible museum display aircraft from all periods of time. Even had a section devoted to missiles. If you saw it right, it would take 2 days. We hustled through in 5 hours. Saw every exhibit, but no time to do much reading.

The return trip to Ramona taking the northern route was equally beautiful. We stopped off in Abilene, Kansas to visit the Dwight Eisenhower Presidential Library and Museum. This is another spectacular sight to see. We didn't know much about him, but after visiting the museum, we now understand what a fantastic person he was. Should you ever have an opportunity to be in the area, don't miss going to this museum.

Now on to another Bucket List Item.



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WHAT'S HAPPENING - October 2019

- Oct . 6 - **Indoor Flying**
Grossmont College (Upper Gym), 7:30 am to 11:30 pm.
Feature Events: **A-6, Phantom Flash*, & Catapult Glider Event**
- Oct. 27 - **Orbiteer Outdoor Monthly**
SCAMPS Field, Perris CA, 8:00 am.
Feature Event: **Coupe**
Other Events: **E36, Power & HLG/Catapult Launch Glider**