

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB



JANUARY 2024

Chairman's Corner – Mark Chomyn

Happy New Year flyers! Hope you had a wonderful holiday season and are ready for another year of building and flying. As is traditional many folks are making their New Years resolutions, most of which often are dedicated to becoming a healthier and “new and improved” individual. I decided that I would only have one resolution this year and that would be to finish the 54-inch span Comet Taylorcraft I started about 6 months or more ago. That would give me a healthier frame of mind as I would no longer have to stare at the building board and stress over ever getting it done. It would also be a “new and improved” aspect of my building skills as I’ve never built anything bigger than a 46-inch span Roy Nelder Moffett. Best approach to resolutions. Keep them simple and make them fun.

If you were at the final event of our 2023 flying season on December 17 you may have noticed I was absent though I mentioned in my December column that I would be at the contest. I did leave for the contest and things were going smoothly until suddenly the road felt bumpy. Well, it wasn’t the road. I noticed the motor wasn’t responding to the gas pedal, acceleration was poor and then suddenly the dashboard warning lights lit up like a Christmas tree. Got off the I-15, stopped on the shoulder of the off ramp, popped the hood, and saw no leaking fluids, no smoking, checked oil level it was OK and coolant level was OK. Restarted engine which ran rough, checked the engine temperature gauge and it was normal, so I decided to get the car limping back home. Next day brought the car to the local garage. Diagnosis blown cylinder. Mechanic informed me that Kia had a recall (SC147) that might get my car fixed under warranty but would need to get it to a KIA dealer. Next day, car got towed to the KIA dealer in Carlsbad. Mechanic told me they would need to perform a diagnostic to see if I qualified for a fix under the recall. Also called KIA customer service where an agent told me I was in luck my engine has a lifetime warranty and could be replaced under warranty if the problem was “in association with rod bearing failure”. KIA mechanics ran their diagnostics and said, “nope not rod bearing failure” and even if it was my car’s record did not show that the engine ECU had been replaced under recall. So, double nope. Engine fix cost \$4,500 to \$7,000. Car is a 2012 and has 133,141 miles on it need struts and other repair items. Repairs are more than the Kelley Blue Book trade in value. Bottom line car to be sold for salvage and car shopping has begun.

On the brighter side our first contest of 2024 will be Sunday, January 21 at Taibi Field in Perris. Contest events will be P-30/Glider (HL/CL/Tow), and Power (Elect & Gas). So, make a resolution to attend and get those planes ready. Time to start collecting those points and \$. For those of you who seek fame and fortune in other venues the Southwest Regionals will be held January 13-15 at Webster West Field in Eloy, Arizona. Check their website for events and safe travel and good luck to those who attend and compete.



The yearly Orbiteers/San Diego Scale Staffel Banquet is happening on January 20, 2024 from 1PM - 4PM at Filippi's Pizza Grotto at 5353 Kearny Villa Road, San Diego. We will be handing out awards to those who have placed from first to third in our individual event categories and our Orbiteer of the Year shall be crowned. The event includes all you can eat pizza along with salad, garlic bread, soft drinks (tax and tip included). What does all this cost you? A whopping \$10! And who makes this great deal happen in the face of our inflationary times? None other than our own Linda Piazza. Thanks Linda! Remember we will have our usual raffle so if you have any new or gently used free flight items taking up space in your building area, please consider bringing them to the raffle.

In December's column I mentioned the passing of John Hutchison. There will be a Celebration of Life for held John in January. Some of you may have already received notice of the event. Please attend if you can and bring a memory with you to share with those in attendance.

Well let's hope that 2024 is a good year for the Orbiteers and the Scale Staffel and a great year for model aviation in general. Let's keep the fires of free flight burning. If not us, who will?

DECEMBER 2023 OUTDOOR PICTURES by Arline Bartick



Matt Kruse



Mike Jester



A herd of Goats attending to field maintenance

Folding Props That Fold Reliably



By Mike Jester

Many Old Time Rubber (OTR) models have folding props. The most common example is the Gollywock. Model airplanes with folding props first appeared sometime in the 1930's. Instead of a fixed two bladed prop, or a single bladed prop with a counterweight, the two blades are hinged at their roots to the prop hub. The blades fold against the sides of the fuselage after the rubber motor is nearly exhausted of turns. The glide is improved by the reduction in drag compared to the drag of a free-wheeling fixed two-bladed prop. In order to accomplish the folding action, the prop needs to stop spinning. The high tension on a fully wound rubber motor compresses a coil spring surrounding the prop shaft between the prop hub and the front of the nose block. This tension pulls a short radial extension of the prop shaft hook rearward so that it clears the beveled head of a wood screw extending from the rear side of the nose block. When most of the turns in the rubber motor have been unwound at the end of the power phase of the flight the tension on the coil spring is reduced significantly. As a result, the coil spring expands and pulls the prop hook forward. The radial extension of the prop shaft hook eventually engages the wood screw and stops the propeller from turning. The oncoming air during the glide then pushes the hinged blades rearwardly against opposite sides of the fuselage. The location of the stop screw must be carefully selected to ensure that the blades fold as close as practical to the opposite sides of the fuselage. The stop screw can be turned clockwise or counter-clock wise to adjust when the radial extension of the prop shaft hook engages the head of the stop screw.

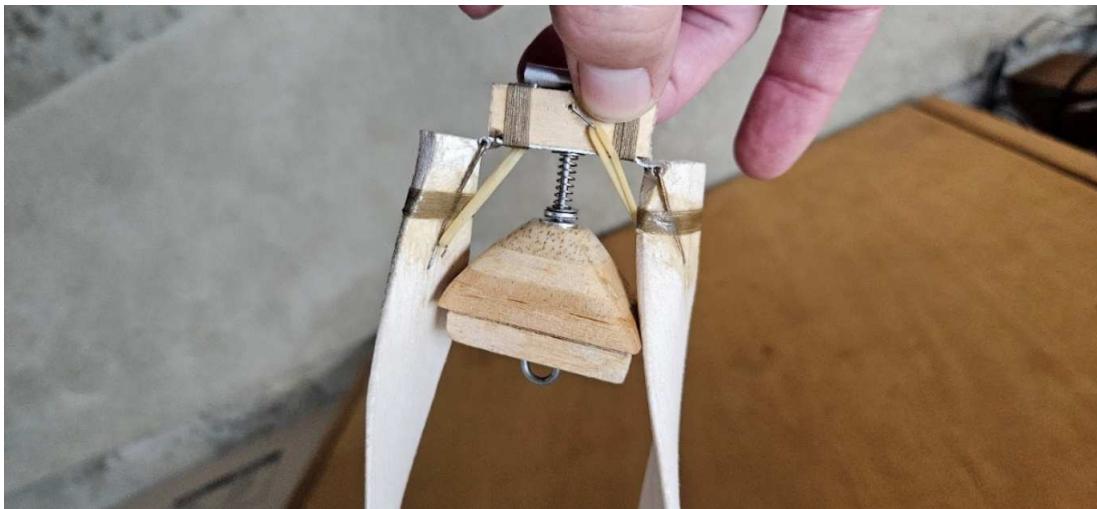
Based on my experience, the prop may not fold completely after the radial extension of the prop shaft hook engages the stop screw. Often one blade dangles at an angle from the fuselage. This causes drag, and even worse, may affect the glide path, sending your model where you don't want it to go. For years I was aware of rubber bands being used on a folding prop assembly of an OTR model in order to ensure that the blades fold completely. I was not sure how to install the rubber bands so I asked Rich Adams how to do this. He is a master builder and flyer of scale and sport rubber powered model airplanes. Rich sent me pictures and a description of how to accomplish this feature. The following description and pictures show how I installed rubber bands on the 16-inch diameter folding prop of my Smith 1941 Mulvihill Winner.



Manually Extended Folding Prop with Rubber Bands that Ensure Folding of the Blades

As you can see from the first picture a #10 rubber band is used to ensure the folding of each blade. One end of each rubber band is attached to a hook on one side of the wooden prop hub and a hook on the rear side of a corresponding blade. There is one hook on each side of the prop hub. You can make the hooks with .020-inch or .025-inch music wire. I glued the hooks in place with cyanoacrylate (CA). Make sure that

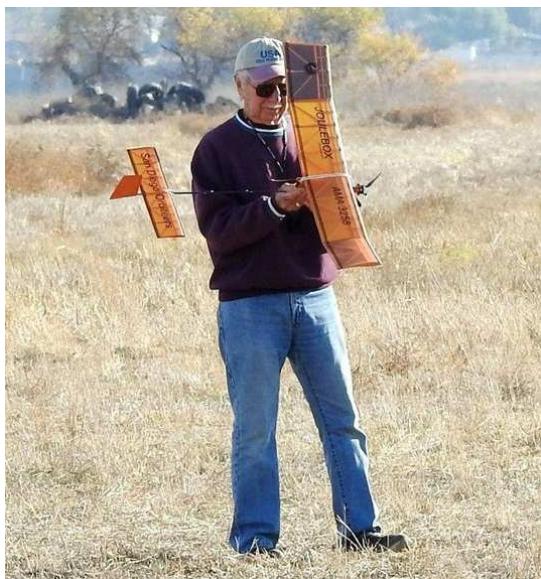
the hooks are positioned so that each rubber bands extend over the middle of its corresponding hinge assembly. Rich uses segments of sewing pins with heads instead of hooks.



Blades Folded with Assist from Rubber Bands

When you launch the model, the centrifugal force of the spinning prop overcomes that relatively weak tension of the two #10 rubber bands and the blades fully extend. When the prop stops rotating, the rubber bands assist in ensuring full folding of the two blades against opposite sides of the fuselage. Depending on the size of your folding prop you may have to use different size rubber bands. Later folding props that were widely used in vintage Wakefield and Coupe models used a soldered prop hub made of a music wire hub and music wire arms instead of a wooden hub. I understand that in this type of folding prop a single rubber band can be used that stretches between the two folding blades. The blades on the folding prop assemblies of my high-tech Coupe prop assemblies always completely fold without any rubber band assist. I am not sure why this is so. I think it may be due to the fact that these props use precision machined metal parts which are mounted with a high degree of accuracy.

DECEMBER 2023 OUTDOOR PICTURES by Arline Bartick



← Don
Bartick



Mike
Pykelny →

John Hutchison

Celebration of Life – January 13, 2024

Please join me at the **Olive Garden** at Grossmont Center (11am to 1pm).

For a remembrance of my husband, **John Hutchison**.

Please **RSVP** by Wednesday, January 10.

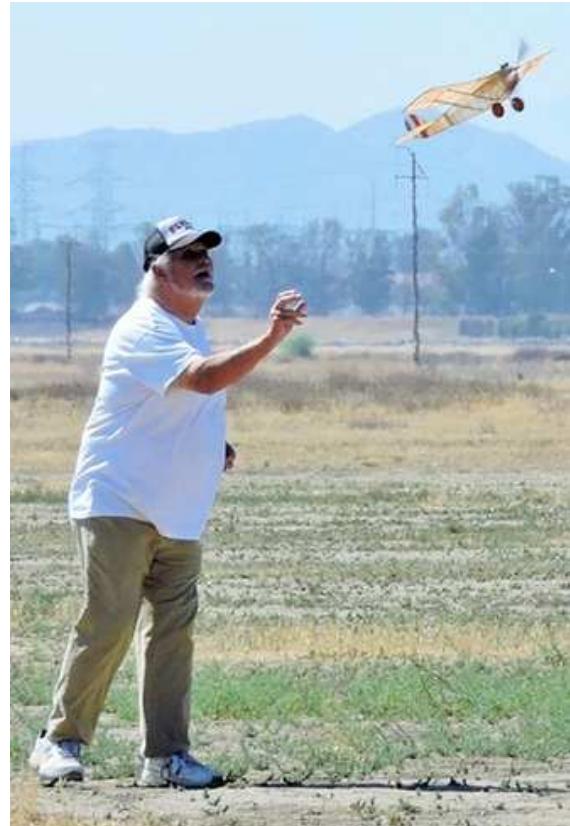
Sincerely,

Kathy McLaughlin

kamlaughlin1@cox.net

619-414-9475

Kathleen A McLaughlin
Artist / Author / Playwright



San Diego Orbiteers Board of Trustees meeting

December 13, 2023

Held at the Bartick's home with 8 in attendance.

The meeting was called to order at 1:20 p.m. after a delicious lunch by our gracious hosts.

The very first thing we did, before starting the meeting, was a toast to our dear friend and fellow trustee John Hutchison, who sadly lost his battle with his health issues a few weeks ago. Our hearts go out to Kathleen and the rest of their family. He will most certainly be missed for many years to come.

The **Minutes** of the previous meeting were approved as published (YAY!!!).

The **Treasurer's Report** was approved as provided to the Trustees, with one minor adjustment.

Membership Report – we are continuing to address inquiries as they come into the website.

Old Business:

Potential Indoor Flying Sites: various sites were discussed; we will continue to look for a site. George Mansfield has graciously offered his services to help find a suitable venue.

SDSU AE 123 November 15th timing event was discussed, with pros and cons. The Orbiteers participation was appreciated.

Alternative outdoor flying sites discussed nothing definite yet. Don looking at a site north of Ramona.

New Business:

Discussion as to the best way to honor John Hutchison. A motion was made to purchase an AMA brick, and the vote passed unanimously.

Discussed the Orbiteers website going forward, as Kathleen has officially retired from the job. Anyone with a computer wish to volunteer? We've been told it's a pretty easy job, mostly involving posting the monthly newsletter to the site. Instructions will be provided!

Annual Banquet: Linda has done a considerable amount of work to get it all organized. There should be a flyer elsewhere in this issue. If not, please be sure to attend on Saturday, January 20th at Filippi's Pizza Grotto starting at 1:00p.m. The restaurant is at 5353 Kearny Villa Road in Kearny Mesa. Only \$10.00 per person, it's the best deal in town!

December make-up contest on the 17th. The events were both Coupe and OT/Nos, as well as the usual Power and Glider events.

Review the 2024 contest schedule – it was accepted as written. Should be posted elsewhere in the newsletter, if not please tune in next month.

Discussion as to the management of juniors that participate in our monthly contests.

Talk of having a joint Orbiteers/Scamps contest at the Perris site on May 19th.

Installation of board trustees for 2024 – we would love to have another member or two join our board....any volunteers? Mark Chomyn was volunteered to serve as our chairperson for one more year.

Contest Corner:

We talked about the November contest, which had 8 entries in the P-30 event. Also, lots of glider action, as well as a good group of junior flyers.

The December 17th contest will wrap up the points count for 2023.

Contest Reports:

Westfac MK IX – Mike Jester reported that it was a fun contest, with high alfalfa.

The Orbiteer/Fresno GMC Dual Club annual contest had a perfect 3 days of flying with light thermals, according to Don Bartick. The ice cream social was a big hit, as always.

Good of the Order: scheduled the 1st quarter 2024 board meeting. It will be held at the Chomyn's home on March 27th.

Show and Tell:

Don had his new E-36, a rebuilt JouleBox originally designed by John Oldenkamp. Don said this is "Oldenkamp #16", with John's wing and stab, but Don built a new fuselage and had all new electronics and pylon. Beautiful job!

Mike Jester had his lovely Korda Victory disassembled and put into a very small cardboard box, to demonstrate how he got it into a suitcase for travel on a commercial airliner. Very impressive! Meeting adjourned shortly thereafter, time not recorded, but shortly before 3 p.m.

Respectfully submitted by John R. Merrill, perpetual secretary.

DECEMBER 2023 OUTDOOR PICTURES by Arline Bartick



Chris Reck



Clint Brooks



Daniel Guo



Sevak Malkasyan

San Diego Orbiteers
Flying Schedule 2024
Taibi Field Perris, Ca

Primary Date	Rain Date	Event	CD
January 21	Jan 28	P-30/Glider/Power	
February 18	Feb 25	Coupe/Glider/Power	
March 17	March 24	OT/NOS Rubber/Glider/Power	
April 21	April 28	P-30/Glider/Power	
May 19	May 26	Coupe/Glider/Power	
June 23	June 30	OT/NOS Rubber/Glider/Power	
July 21	July 28	P-30/Glider/Power	
August 18	Aug 25	Coupe/Glider/Power	
September 22	Sept 29	OT/NOS Rubber/Glider/Power	
October 20	Oct 27	P30/Glider/Power	
November	Nov 8,9&10	Dual Club, Lost Hill, Ca.	
November 17	Nov 24	Coupe/Glider/Power	
December 15		Make-up	



An Invitation
Scale Staffel San Diego
San Diego Orbiteers

Annual Awards Banquet

Saturday, January 20, 2024

1:00 PM to 4:00 PM

Filippi's Pizza Grotto
5353 Kearny Villa Road
San Diego, CA 92123

858-279-7240



All you can eat Pizza Party
Including Italian Salad, Garlic Bread,
Dessert, Soft Drinks, Tax and Tip
\$10.00 per person

Annual Awards, Video Presentation,
Raffle, Donations are welcomed
Bring Family and Friends

See You there !!!

At Lost Hills, California 10, 11, and 12 February 2024 National Cup Events In Conjunction with the Kiwi Cup World and America's Cup Events

The following events can be flown on either Saturday February 10 or Sunday February 11 and can be completed on Sunday

AMA Gas 1/2A

Golden Age 1/2 A Gas only

E-36 AMA rules

NOS Gas 1/2 A, 1/4 A and Early 1/2A Combined NOS Gas A

NOS Gas B and C Combined

AMA Gas A

AMA Gas B

AMA Gas C

AMA Gas D and Super D Combined

Classic Glider NFFS Rules

P-30

Mulvihill

Andrade

NOS Electric

A and B electric combined

NOS Rubber Large and Small combined

This year to address the request for some more events and maximum flexibility to those who want to fly in a lot these events can be flown on the either of the first two days or starting on Saturday and finishing on Sunday

Scheduled Events Saturday February 10

AMA CLG

Gollywock one design 3X3

5X5 HLG Special event @ 2:30 P.M. at the Glider Pen (See Tim Batiuk for rules)

Sunday February 11

AMA HLG

5X5 CLG Special Event @2:30 at the glider pen (see Tim Batiuk) .

Mass launch events @ 8:00 A.M.

E-36

Gollywock (tie breaker for 3X3 event)

P-30

Monday February 11

Vintage FAI Power

Vintage FAI Wakefield (Bob White Award) Pro P-30

Vintage FAI Power and Wakefield will be run with 90 minute rounds starting at 8:00 A.M. to accommodate those who want to fly both events. Fly off to commence one hour after regular rounds are complete. Fly off type to be decided by the participants

COVID-19 mitigation requirements will be in effect

AMA Events – Event Director Glenn Schneider gtodds@sbcglobal.net

For the FAI events including Kiwi Cup for F1ABCPQ, Mini events F1HGJS and F1E, see a separate flyer. Pre entry is required for the FAI Events.

Small Print section

Entry Fees \$20 for the first event (can be an FAI event) and \$5 for subsequent events. \$5 for Juniors.

For the mass launch events the exact launch time of each event will be given later*

The E-36 Mass launch will be coordinated with the first round of F1S (which may be delayed if there is a long Kiwi Cup flyoff on Sunday AM)**
HLG and CLG National Cup Points. These events will be flown from the Glider Pen

Strong Arm Glider Challenge. Norm Furutani Trophy This is the overall winner of the aggregate results of the HLG and CLG classes. Points are awarded for the place in the event. This means first will get 1 , second 2 , etc. The winner is person with the least number of points. This award is open to flyers of all age categories. There is an additional prize for the top Youth flyer.. This is for all youth flyers in the same categories , there is a small difference in that half points are awarded for the CLG class, making this class more important as there are more youth flyers in this category. For both awards if there is a tie it will be decided by the sum of all the times. Double times for CLG in the youth category. You may fly in any number of the events, if you do not return a score you will be awarded on more point than the highest number awarded by those who flew. Remember the lowest number overall wins the trophy..

Golden Age: Any post NOS design published, kitted or flown competitively between 1 Jan 1957 and 31 Dec 1969 scaled if needed to 1/2 A size, powered by either Holland Hornet 049-051 or Cox TD 049-051. Construction must replicate the original design, no carbon fiber to be used in construction. NOS flight rules. Gas powered only for this award.

Pro-P30

Glenn Schneider is running the AMA events. Tim Batiuk is running the Glider Events

Rest of the story: As most of you know Norm Furutani, one of the founders of this event retired from running it after the 2018 event. This event is very popular along with the FAI events. Glenn Schneider has offered to run the AMA events with a number of volunteers. This is very much appreciated by me and by those who want to take part. We have tried to maintain the spirit of the event. Popular events with

the largest participation are the HLG and CLG, Gollywock, E-36, Vintage FAI and Nos Rubber. At the Winter Classic in the past we have promoted special events, typically boosted by some donated \$ in the prize money. This year we have the Golden Age 1/2 A Gas models.

Combined events will be separated for National Cup points. AMA gas events will be determined AMA vs Classic when registered for National Cup.

In memory of our dear friends, Bob and LaVera Isaacson

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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:

Howard Haupt
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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.

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www.SanDiegoOrbiteers.com
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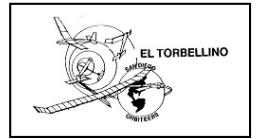
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Mark Chomyn	Page 1
Arline Bartick	2, 4
Mike Jester	3, 4, 5, 7



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WHAT'S HAPPENING - January 2024

- January 13 - John Hutchison Celebration of Life
 Olive Garden Grossmount Center, 11am to 1pm.
 See enclosed announcement
- January 20 - San Diego Orbiteer Annual Banquet
 Filippi's Pizza Grotto, 1 – 4 PM
 See enclosed announcement
- January 21 - San Diego Orbiteer Outdoor Monthly
 Taibi Flying Field, Perris CA, 7:30 am
Events: P-30 / Glider / Power