

# EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB



JANUARY 2023

## *Chairman's Corner – Mark Chomyn*

Happy New Year everyone! And welcome to 2023! Hope your year is off to a great start. As I am typing, I'm getting bids on a replacement water heater. We noticed the leak on Saturday night (1/7) in our garage. The drip pan under the heater had filled with water and then spilled over onto the floor. In a rush to clear (make that randomly fling) out items near the water heater and bail out the water pan an item hit the wing of my beloved Ace Whitman Albatross. Yes, the Albatross I built as a "Anything But a Gollywock" entry for Oldtimer events and which flew so promisingly in its first event. Bottom line; always look before you toss anything. Fortunately, it can and will be repaired.



This is a big month for the Orbiteers. Our annual banquet returns after a two-year hiatus! Mark your calendars for Saturday, January 21 from 1PM to 4PM at Filippi's Pizza Grotto, 5353 Kearny Villa Road. For \$10.00 per person, you and your family/guests will get pizza, salad, garlic bread, soft drinks, and dessert. We will also be recognizing those members who have placed first through third in our monthly contest categories based on yearly point totals. And, the coveted "Orbiteer of the Year" will be presented to the club flyer with the top point accumulation for all flight categories. Rumor has it that ESPN was going to cover the event, but TV royalty dollars could not be agreed upon (damned lawyers). So, despite ESPN's mistake, don't miss this event or you'll also miss out on the fabulous raffle prizes presented to the holders of lucky winning raffle tickets. The raffle is also a great opportunity for those flyers with excess inventory to bring new or gently used hobby items and kits as raffle prizes. What better way to tidy up the building area and pass along some treasures to our attendees. I've already set aside a few kits from my inventory as raffle items. So, let's all get together and have a good time.

As I write, the latest rain event has subsided, and rain is not predicted for a few days until another rain event comes rolling in. The SCAMPS have already had to cancel their Taibi Annual due to wet field conditions and with the atmospheric river (aka pineapple express) still threatening, the condition of the Perris field crosses my mind a bit more than usual. Let's hope we get some sunshine between now and January 22<sup>nd</sup> the date for our first monthly event of 2023. The contest main event will be P-30 and we'll also fly the usual gilder (HL, Cat and Tow) and power (elect. and gas) events. Flyers let's kick off the new year with some great attendance.

I had a crazy idea. Not that unusual however as I'm subject to crazy ideas on a regular basis. At our October monthly the drainage channel was quite wet and as I walked to pick up my P-30 which had just missed the channel by no more than a foot, I looked at the water and thought... I've got a Walt Mooney



double peanut Aeronca on floats, why don't I bring it to the field and try to fly it off the water in the drainage channel? I know it will fly as I've flown it off a table-top at Perris and it got a short but successful (i.e., didn't crash) flight. I've never had the chance to try it off water; the drainage ditch is my chance. If I can build up the nerve I'll bring it to the January contest, even if I don't succeed, at least I will have given it a try. You'll have to show up if you want to see if I have the courage to do something foolish. My father, may he rest in peace, never doubted my ability to do the inane.

In closing I'd to thank some folks for the work they did over the past year for the little (as in nothing) they were compensated (cash, commodities) during the year. To Mike Pykelny who obtains our contest sanctions and oversees the scoring table at our monthlies, to Kathleen McLaughlin who keeps our Orbiteer website up and running, to Arline Bartick for the photographic work we enjoy in the El Torbellino and our website and to Howard Haupt who (despite my constant procrastination in sending in this monthly diatribe) keeps the presses of the El Torbellino running all year and last but not least Linda Piazza who is our point person for setting up the club's yearly banquet... Thank you all!

To a great 2023 for all, on and off the flying field.

Mark

*"I recall Don starting with...." Ohhh yeah, I remember when we were working on that ship....." I don't recall much else, but I still find little bits of brain matter on my computer screen from when my head exploded".*

Vance Gilbert from Jan-Feb 2023 Flying Aces Club News, "That Don Srull 36 Year Moment"

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## LIFETIME MEMBERSHIP - Club Treasurer



As a show of long term support for the club, some members in the past have opted to become Lifetime members.

Mike Jester most recently chose to up his commitment to the club by becoming the newest active Lifetime member. You are now one of six Lifetime members on the Orbiteer roster.

Thanks Mike, for your support of the club and for your continuing submittal of articles for the use in the El Torbellino. Your monthly contribution of original model aviation material, have been read for more years then one can count.



Mike Jester



## Twin Vertical Stabilizers Versus a Single Vertical Stabilizer



*By Mike Jester*

I am currently remotely coaching a middle school student in the 2023 Science Olympiad Flight event. He asked me whether twin vertical stabilizers had an advantage over a single vertical stabilizer. Read on for the answer. Every airplane, whether actual or a model, requires yaw stability which is provided by one or more vertical stabilizers. I wrote a detailed article about the science of yaw stability that was published in the December, 2019 edition of this newsletter. Yaw stability is especially important in free flight model airplanes because they do not have active aileron and rudder control. Whether an airplane has one, two, or three vertical stabilizers matters little. It is the area of the vertical stabilizer or the combined area of the multiple vertical stabilizers, and their distance aft of the wing that determines the degree of yaw stability. The action of the prop can also influence yaw stability. Sometimes the vertical stabilizer is referred to as a fin. It should not be referred to as the rudder, which is typically the pivoting trailing edge of the vertical stabilizer in a real airplane. Scale rubber powered airplanes get whatever vertical stabilizer arrangement they had in real life. This is usually one, but sometimes two fins, unless you build a model of the triple fin Lockheed Constellation. Bob Hodes flew on its military version for many years and sings its praises. Some scale models need 10-20% more vertical stabilizer area, particularly WWII fighters such as the Me 109. FAC and SAMs events require that you build what is shown on the plan, which is usually a single fin.



**Stray Cat P-30 by George Bredehoft**

The twin vertical stabilizer design you see on most indoor duration rubber powered stick model airplanes, such as Penny Planes and A-6 models, is mostly a matter of convenience in terms of building. Generally, you want the vertical stabilizer to be as far rearward as possible so that you can minimize its size and weight and obtain the needed yaw stability. A single vertical stabilizer can be attached to the rear portion of the tail boom and extend downwards beneath the horizontal stabilizer. I don't like how this looks and the airplane then lands on its vertical stabilizer, which could lead to problems. Most designers of indoor stick models simply attach two small vertical stabilizers to the opposite ends of the horizontal stabilizer. Over the years, for indoor duration models, I developed my own preference for a single vertical stabilizer that extends upward from the horizontal stabilizer in a gap between two closely spaced ribs. I don't like the way an indoor model looks with a pronounced angle between the motor stick and the tail boom as



needed to get the right size turn circle with twin fins. This is purely out of my concern for aesthetics. My single vertical stabilizer design provides no aerodynamic advantage with the exception that I avoid any unwanted drag that may result from twin vertical stabilizers not being perfectly parallel (snowplow arrangement). In an alternate design for a single vertical stabilizer, the gap in the stab can be eliminated and a built-up vertical stabilizer can span over the top of the horizontal stabilizer with extensions of the LE and TE glued to the tail boom.



**Single Fin on 2022 Wright Stuff Airplane**

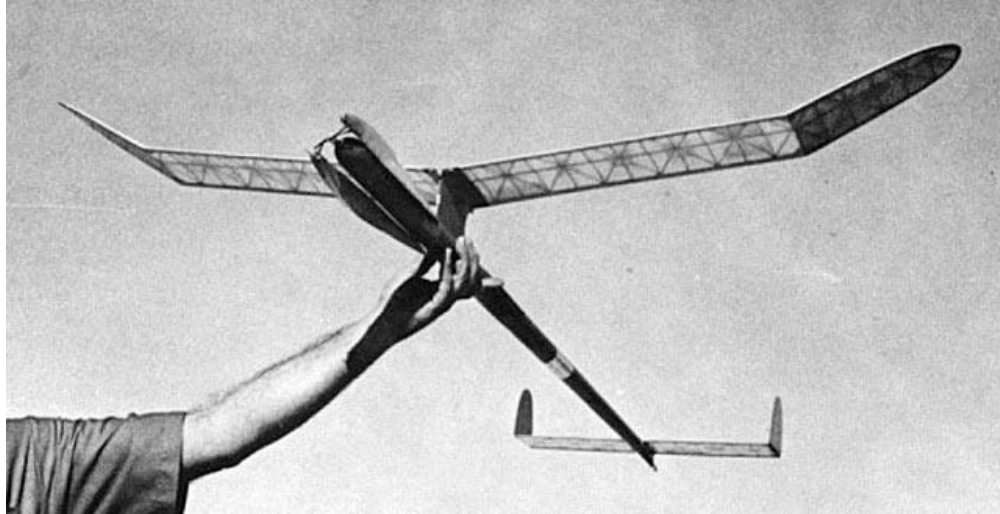
If the fin is too small, the model can exhibit a so-called Dutch roll, which may also be the result of the CG being too far aft. If the fin is too large, particularly on outdoor models, the airplane may exhibit a tendency to veer to one side or the other and not recover. Some Old Time Rubber models have very tall vertical stabilizers, such as the Korda Victory, in order to counteract the effects of their relatively large props.



**Korda Victory Old Time Rubber Fuselage Model**

If your model has a pivoting stab DT, and the fin(s) are mounted on the stab, it is a good idea to key the stab to the rear end of the fuselage. The rudder effect of the fin(s) is pronounced during the torque burst and your model may auger into the ground if the fin is offset from its predetermined optimum alignment. Ask me how I know this.

There is a belief by some modelers that twin vertical stabilizers are better than a single fin arrangement because they are outside the prop wash. Legendary Wakefield and Coupe flyer, Bob White, was one adherent to this theory. That's all for this month.



Bob White Twin Fin Wakefield Model



## FROM THE STORM CLEAN-UP DEPARTMENT - Popular Mechanics

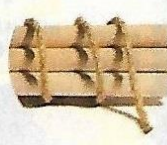
### A KNOT TO KNOW

## The Scaffold Hitch

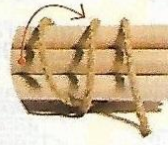
One knot can help tie up bundles of downed branches for easy hauling, and tightly wrap each end of a flat plank for the seat of a new rope swing.



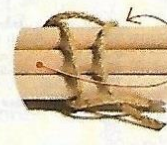
**STEP 1**  
Lay out a bundle of items to be wrapped, then pay out rope perpendicularly across it.



**STEP 2**  
Wrap the rope around the bundle to create three loops.



**STEP 3**  
Shift the first loop of rope over the second loop.



**STEP 4**  
Shift the new first loop over the other two, and then over the end of the bundle.



**STEP 5**  
Pull the ends of the rope tight. Tie them off with a simple knot, if needed.





An Invitation  
**Scale Staffel San Diego**  
**San Diego Orbiteers**

**Annual Awards Banquet**

Saturday, January 21, 2023

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 ! ! !**





Dave Wade



Don Bartick OT launch



A good flight on the way to a max



Tim Batiuk and Daniel Guo →



Don Bartick OT water landing







John Merrill



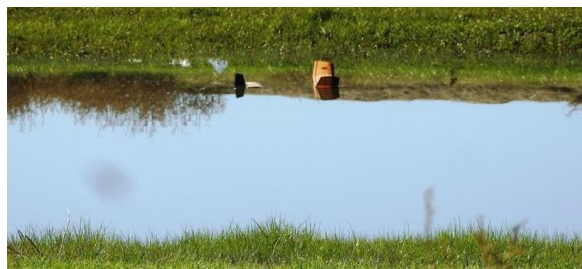
Matt Kruse



Henry Kruse



Mike Pykelny



A water take-off will be tried at January Outdoor



# San Diego Orbiteers

## Flying Schedule 2023

### Taibi Field Perris, Ca

<b>Primary Date</b>	<b>Rain Date</b>	<b>Event</b>	<b>CD</b>
January 22	January 29	P-30/Glider/Power	
February 19	February 26	Coupe/Glider/Power	
March 19	March 26	OT/NOS	
April 16	April 30	P-30/One design Event Glider/Power Oldenkamp Memorial	
May 21	May 28	Coupe/Glider/Power	
June 11	June 25	OT/NOS Rubber/Glider/ Power	
July 16	July 23	P-30/Glider/Power	
August 20	Aug 27	Coupe/Glider/Power	
September	15,16,17	Free Flight Champions Lost Hills	
September 17	Sep 24	OT/NOS Rubber/Glider/Power	
October 15	October 22	P-30/Glider/Power	
November	10,11,12	Dual Club, Lost Hill, Ca.	
November 19	November 26	Coupe/Glider/Power	
December 17		Make-up	

**Note: None of our dates conflict with Warren Day RC Field Contests**  
MP 1/23

## BOARD OF TRUSTEES



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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  
3860 Ecochee Avenue  
San Diego, CA 92117-4622

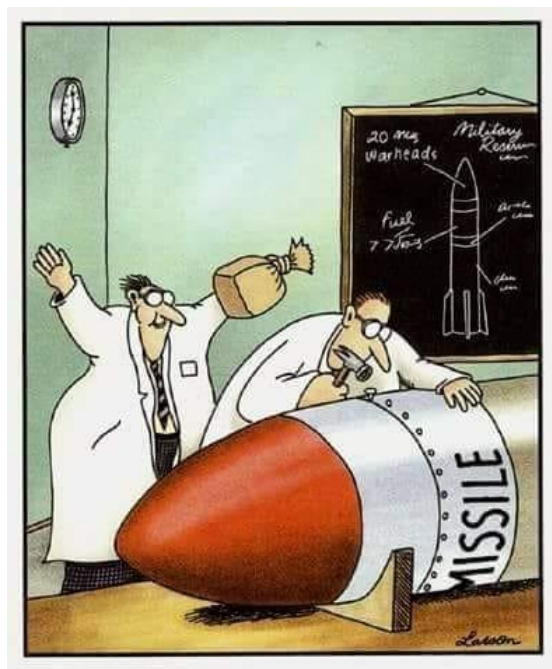
## THE FINE PRINT THE FINE PRINT

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

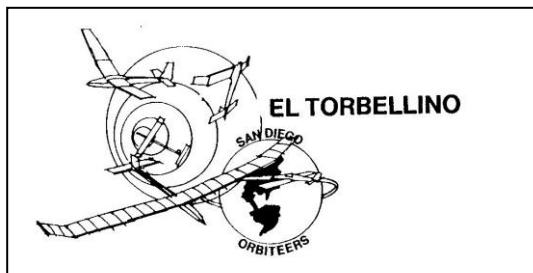
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2, 7, 8 - Arline Bartick  
3, 4, 5 - Mike Jester



## WHAT'S HAPPENING - January 2023

- January 21<sup>ST</sup>** - Scale Staffel San Diego & San Diego Orbiteers Banquet  
See enclosed announcement for full details.
- January 22<sup>ND</sup>** - San Diego Orbiteer Outdoor Monthly, (Rain date: 01/29/2023)  
Taibi Flying Field, Perris CA, 7:30 am.  
Events: **P-30 / Glider / Power**