

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

AUGUST 2017



The Prez's Corner – Don Bartick

This is a very slow news month. So I have little to say. My time has not been spent doing much building. I did manage to upgrade my Penny Plane for the August 8th indoor contest. The illegal built up fuselage (didn't read that part of the rules) is now made of a single piece of wood. Looks the same and is a tidbit lighter. So for those of you who have commented and stretched the rules to accommodate me, the plane is now legal. I feel much better.

This is the time of the season when Arline and I have to spend time in the vineyard. The fruit is ripe enough to attract predators. So with our local wino friends, we got the side nets up for total protection. The couple of rain storms may have caused bunch rot. But so far, no sign of it. Arline couldn't help because of having her hip replaced. She is doing great. In fact, I had to polish up my domestic skills to get us both through the event. It's now 3 weeks in the recovery process. She has pretty much taken back her choirs. Life is good.

Those of you who are not members of the SCAMPS, you may not heard of the recent death of Fred Funk at the Perris field. Apparently Fred was out chasing his plane through the high weeds. On the way back, walking on the main road adjacent to the weedy field, he fell and hit his head. Guys from the club went to his aid and called 911. The fire department and ambulance came and transported him to Riverside County Hospital where he passed away of what is believed to be head trauma. Again a warning to flying in the heat and chasing through the high weeds. It takes a toll on us aging folks. Not sure if that attributed to Fred's fall, but something to keep in mind.

The fall flying season is creeping up on us. It will be great to get back to our monthlies. I know Kim is busy preparing his newly acquired F1G from Gus del Castillo's collection for competition. What are the rest of you out there in Orbiteers land doing? Let us know. Send Howard some pictures.

I did finish the plans for my High Tail P-30. They were submitted to the NFFS Digest for publication per Don DeLoach's request. May be in the next digest.

Keep in mind the US FF Champs at Lost Hill in September. See flyer in the ET.

That's a wrap for now.

Remember: "A warm smile is the universal language of kindness"

-Author William Arthur Ward



Aug 2017 – Penny Plane – Don Bartick

Photo by Arline Bartick



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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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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



Aug 2017 – No/Cal – George Mansfield
Photo by Arline Bartick



AUGUST INDOOR MONTHLY 2017
(August 6, 2017)
CD: William Scott

Penny Plane:

(Best two of five flights)

1) Richard Wood	257	275	-	532
2) Mike Jester	273	253	-	526
3) C.M. Kim	153	90	-	243
4) Mike Maclean	112	94	-	206
5) Don Bartick	47	158	-	205

No-Cal:

(Sum of three flights)

1) Richard Wood	72	84	89	-	245
2) George Mansfield	69	52	39	-	160
3) C.M. Kim	27	60	52	-	139
4) Mike Jester	22	27	41	-	90

Additional Participants: Walter Ainslie
 John Hutchison



AUGUST INDOOR MONTHLY

Picture Page

Photos by Arline Bartick



Outdoor Winding Stooges

By Mike Jester



Stooges in our hobby are not people but mechanical devices on which model airplanes are mounted so that their rubber motors can be wound by one person. The outdoor variety is used to wind anything from Embryos to Wakefields. Stooges used in outdoor free flight are divided into two basic types, namely, those that are anchored in the ground and those that are mounted on the rear end of a motor vehicle. While a good stooge is essential in our hobby, its design is not critical in relation to winning a contest. Pretty much any apparatus that will safely support the model airplane at a convenient height and not collapse under the expected loads will do the trick. There must be adequate clearance to allow the tail end of the fuselage to safely extend between the uprights (trunnions) of the stooge. The pin should be small enough so that it can freely extend through the tubular motor peg when inserted through both trunnions. The nose of your model must be able to easily pivot up and down a few inches around the pin during the winding process so that the fuselage does not take any excessive loads.

Starlink Flitetech sells several different outdoor stooges that are anchored in the ground. My favorite, which I own, is the Superior Stooge. My first P-30, a Square Eagle, is mounted on my Superior Stooge in the picture reproduced hereafter.



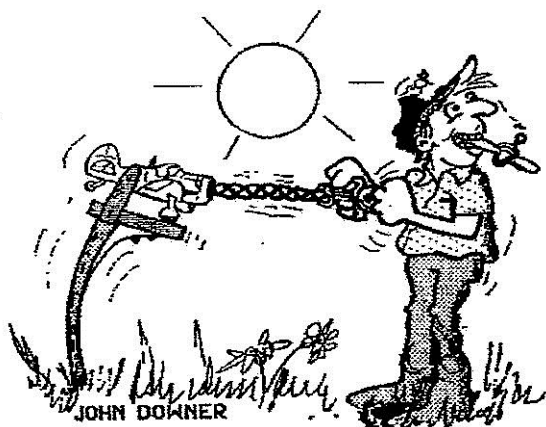
The Superior Stooge uses three adjustable straps which are connected between a central vertical support shaft and three ground spikes. The forward strap attaches lower down on the shaft and is not visible in the picture. This stooge has two removable round Aluminum trays for holding accessories. An extensible horizontal arm has a foam covered cylindrical support that engages the underside of the fuselage near the nose. Different size pins can be inserted through corresponding holes in the milled Aluminum trunnions mounted at the top of the central support shaft, and through the hollow motor peg of your model.

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Many fliers use homemade ground-anchored winding stooges with both metal and wooden components. A few words of caution are order. First, use brightly colored straps or ropes, and brightly colored plastic spikes to reduce the chance that you or another flier will trip over the same. Second, make sure that your spikes are firmly anchored in the ground at an appropriate angle to prevent the disaster shown in the following picture.



If your club allows you to park vehicles near the flight line it is very convenient to use a stooge that mounts on your automobile or truck. This kind of stooge is typically a lot quicker to set up than a stooge that must be anchored in the ground. Also any chance of tripping over stays or ground spikes is eliminated with a vehicle-mounted stooge. Since vehicles vary tremendously in size and shape I have only seen homemade versions of winding stooges that can be mounted on the same. John Hutchison and Don Bartick both mount their outdoor stooges to the tail gates of their pick-up trucks. I mount mine to the rear of my Ford Expedition SUV, as shown below.



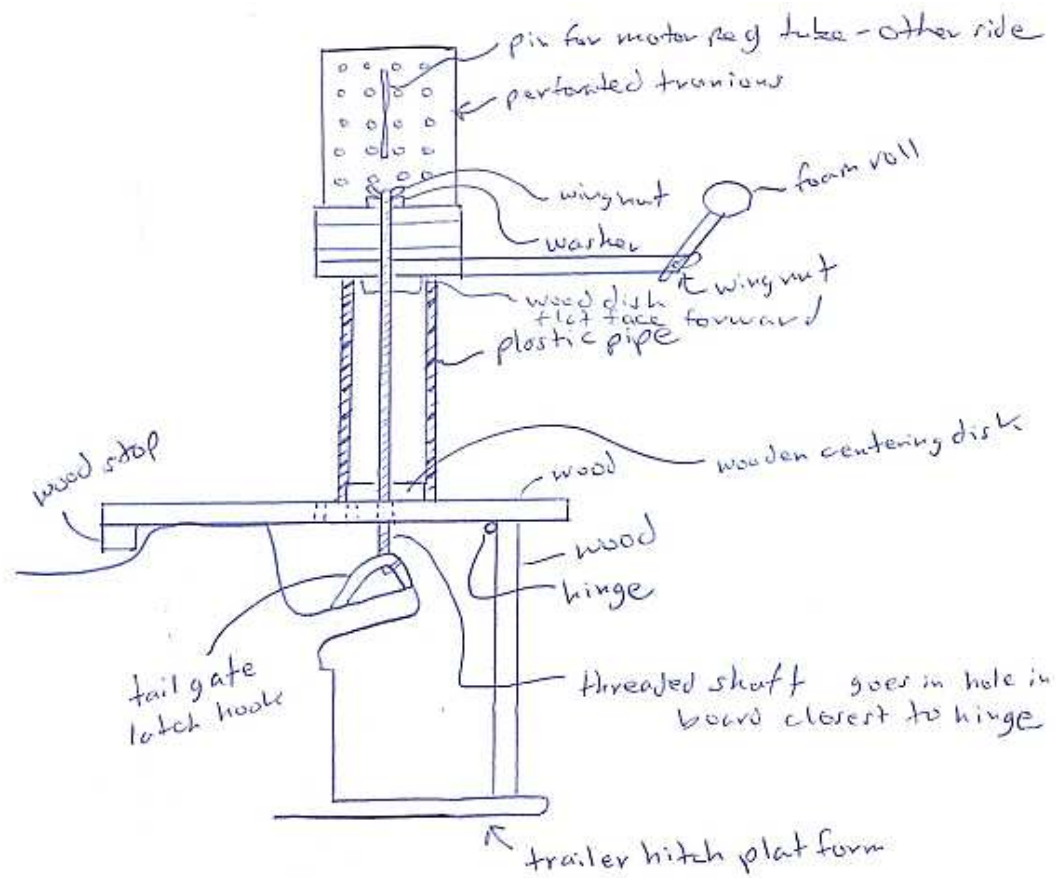
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As illustrated in the sketch that follows, my bumper mounted stooge has two rectangular pieces of wood that are connected with a hinge in an inverted L-shaped configuration. These pieces of wood rest against the vehicle floor and a step in the bumper, respectively. The upper part of this stooge is a block of wood that is clamped down against the upper end of a section of white PVC pipe that sits on top of the horizontal piece of wood. A long threaded rod has a hook-shaped lower end that inserts through the tail gate hook and extends vertically through the horizontal piece of wood. This threaded rod extends thorough the center of the PVC pipe and a hole in the block. A wing nut is screwed over the upper end of the threaded rod and firmly down against a washer on the top of the block. Perforated sheet metal plates serve as trunnions that extend upwardly from each side of the block of wood and accommodate the pin that goes through the tubular motor peg. This stooge has an extensible support arm with a foam roll that engages the underside of the fuselage of the model.

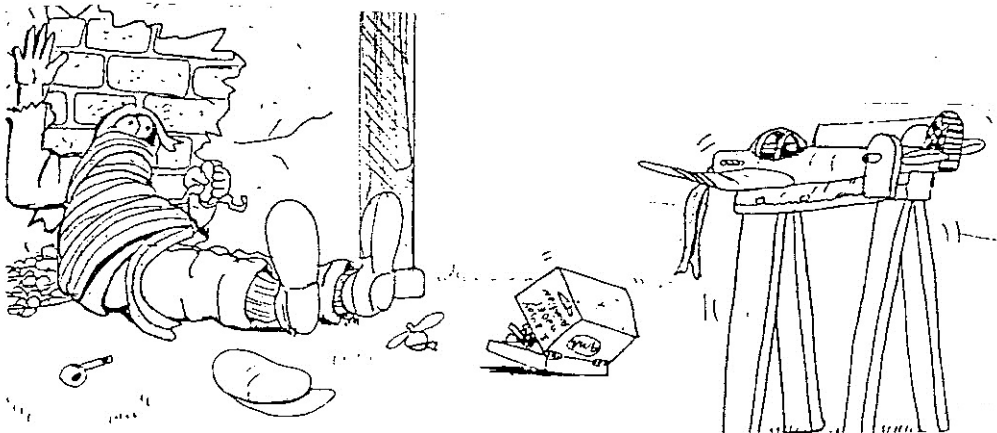
It literally takes less than five minutes to assemble this stooge on the rear of my SUV. It takes even less time to disassemble this stooge and store all the parts in the plastic box shown in the picture. I have wound rubber motors as large as 16 x 1/8 inch to very high torque on this stooge with no problems whatsoever. I bought my bumper mounted stooge new for \$30 from John Eppich who used to build these stooges for interested parties. Maybe he still does. He is associated with the Arizona Condor Squadron of the Flying Aces Club. You can also build one yourself provided that you are confident that you can bend a 1/4 inch threaded steel rod into a sharp hook shape at one end. To me it's not worth searching Home Depot for all the needed parts. I built two other L-shaped wooden supports with different dimensions that allow me to mount this stooge on the rear of two other vehicles that I own.

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Bumper Mounted Winding Stooge by John Eppich

If we are at the same contest, come over to my vehicle and check out my automobile mounted winding stooge.



2017 COMBINED FLYING SCHEDULE

Aug Rotation Skipped: (Old Time Nostalgia Rubber)

Sept 9/10 **Scale Staffel FAC Scale Contest***
(2 of 2)

Sept 17 - **Coupe**
Power & Glider
(No rain date)

Sept 22/23/24 **US FF Champs, Lost Hills***

Oct 15 - **P-30**
Power & Glider
(Oct 29TH rain date)

Nov 12 - **Old Time Nostalgia Rubber**
Power & Glider
(Nov 19TH rain date)

Dec 10 - **Coupe**
Power & Glider
(Dec 17TH rain date)

* **Non-Club Points Event**
Otay Field Weather (619) 661-8297



Photo by Arline Bartick

2017 INDOOR FLYING SCHEDULE

Sept 3 - Catapult Glider, Embryo*

Oct 1 - A-6, Phantom Flash*

Nov 5 - Penny Plane, No-Cal* and
Canard One-Design* (Wrisley Zephyr)

Dec 3 - Catapult Glider, Embryo*

***Non-ORBITEER Points Event**

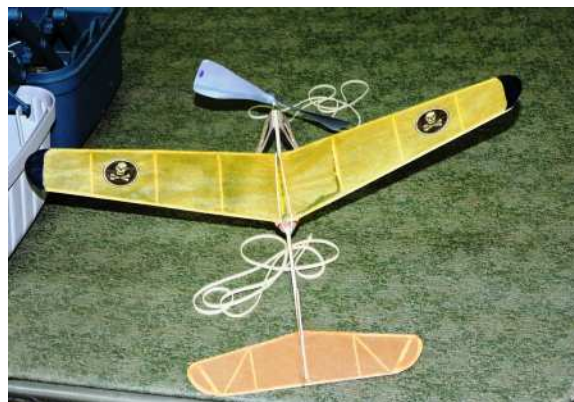


Photo by Arline Bartick

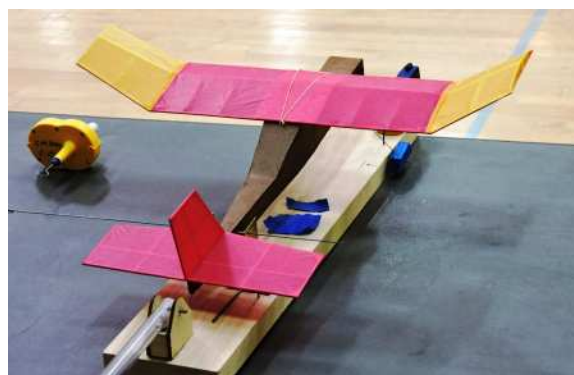


Photo by Arline Bartick

BUILDING AND FLYING THE COMET GULL II - R.Willis

One of the first model airplanes I tried to build was the COMET GULL. I think I was about ten years old. I actually remember the picture on the front of the kit and I also remember what a mess I made attempting to build it...beginning with sticking old pins right into the wood. I never finished it.

Several weeks ago, Dr. Don Chaption invited the OASIS FLYERS [FAC-20} to visit his hanger at the French Valley airport near Temecula. He mentioned pizza, so many of us went. His hanger turned out to be an old fashioned hobby shop with over 200 ancient kits...almost all pristine. As we munched on pizza, we looked around. Low and behold, there was an un-opened kit of the Comet Gull II.

I asked Don if I could open the kit to look at it and he said sure. The kit was brand new and over 60 years old....sorta – like – me.

I had to build this baby. It has a 30" wing and a very different fuselage design. The cockpit is truly unique and 60 years ago it caught my eye just like it did in the hanger. I bought it from Dr. Don on the spot.

When I got it home, I discovered while it was a complete kit, the plans did not show any formers. My only alternative was to cut the formers out of the die-cut balsa. So donning my hernia belt and charging up my jack hammer, I began to cut out the formers. I would trace them on some 4 to 6 lb. balsa and cut them out again.

Then came the wing. I counted a gazillion ribs. Easy fix, just eliminate ribs until you had them spaced properly which worked out fine. Oddly enough, the leading edge was a fantastic light piece of ¼" tapered balsa [the only good wood in the kit]. The trailing edge was huge and had to be scratch built by cutting out the plan, glue sticking it on to good wood and sanding it to fit. The stab was designed as a lifting stab, but the kit wood for that was terrible, so I converted the wood size, but kept the lifting design. Lifting stabs tend to move the CG back and with the moments on this Gull...it really needed that.

The very high canopy area is only supported by four 1/32 Sq. balsa uprights, so I installed some 1/16th square bass wood on the inside surface [invisible to the eye] to strengthen that area. That wing is huge, so it needed the strength. Because I was using a 9.5" Gizmo Geezer in the frontend, I was able to move the motor peg tube up one bay. This gave the motor much more room to flop around.

The model was finished with three coats of 75/25 nitrate as the bones were prepared for application of tissue. I decided on red and black tissue. The fuselage black with wing and stab red. I have been using an interesting spray combo and decided to use it on the Gull II. Taking the bottle you would normally mix the 50/50 clear nitrate in, I added 25% red nitrate with 25% clear nitrate then 50% of nitrate thinner. The 25% red nitrate gives you a very nice see through color much richer than just clear. The fuselage and rudder was done the same way using 25% black nitrate. By the way, if you have never used NORM AERO in San Bernadino for colored and clear nitrate...he is fabulous. He has over 70 different airplane nitrates and will ship right to your door! 888-811-2232 The finished weight was 68g...not bad for 1 30" wing. I can't imagine what that weight would have been using the kit wood.

Using Don DeLoach's Exel RUBBER MOTOR program [available to all just ask], I put in 6s X1/8" X 36" which tops out at 1850w at about 9 T. It will be a cruiser.

Trimming was amazing. No Monkey Poop in the nose at all [thank goodness for lifting stabs]. It sailed into the air on 400w with flat wings and a smooth glide. I will enter it at WESTFAC VI in OTRF.

Now comes the fun...!!!



47th ANNUAL UNITED STATES FREE FLIGHT CHAMPIONSHIPS

September 22 - 24, 2017 at Lost Hills, CA - Category II - AMA Sanction - American & National Cup Events

Friday September 22 7 a.m. - 5 p.m. Modern Events	Saturday September 23 7 a.m. - 5 p.m. Modern Events and FAI	Sunday September 24 7 a.m. - 3 p.m. Modern Events and FAI
E-36 A Electric P-30* Moffett and Mulvihill Super D Gas*	E-36 A Electric P-30* Moffett and Mulvihill Catapult Glider* Pen (Jr and Open) A Gas* C/D Gas* F1A, F1B and F1C/P Vintage FAI Power	E-36 A Electric P-30* Moffett and Mulvihill Hand Launch Glider* Pen (Jr and Open) F1S from Glider Pen 1/2 A Gas* (Jr and Open) B Gas*
NOSTALGIA EVENTS	NOSTALGIA EVENTS	NOSTALGIA EVENTS
Nostalgia Electric Early 1/2 A Nostalgia Nostalgia Rubber Large & Small NOTE: You may fly your first three flights of any Nostalgia or Classic event on Friday and finish Sat or Sun.	Nostalgia Electric Early 1/2 A Nostalgia Nostalgia Rubber Large & Small 1/2 A Gas Nost. B Gas Nost. C Gas Nost	Nostalgia Electric Early 1/2 A Nostalgia Nostalgia Rubber Large & Small 1/4 A Gas Nost. A Gas Nost.
CLASSIC	CLASSIC	CLASSIC
Classic Towline* Jimmy Allen	Classic Towline* Classic 1/2 A Gas Jimmy Allen	Classic Towline* Classic A/B Gas Jimmy Allen
OLD TIMER EVENTS	OLD TIMER EVENTS	OLD TIMER EVENTS
1/2 A Texaco (ROG) Texaco (ROG) A Pylon / A Fuselage B/C Pylon / B/C Fuselage .020 Replica	NOTE: Old Timer Only...ALL O/T Events can be flown any day at any time during the Contest. You <u>do not</u> have to start and finish the same day.	Small Rubber Stick Small Rubber Cabin Large Rubber Stick Large Rubber Cabin / 8 oz. Wakefield
Note: See reverse side for Engine Runs and flight Times Sweepstakes Award for Total Air Time 5 AMA events max.	UNOFFICIAL EVENTS 7:30 a.m. Gollywock Mass Launch 9:30 a.m. "The Mikkelsen Memorial" Twin Pusher Mass Launch Night Gas	UNOFFICIAL EVENTS 7 a.m.-7:30 a.m. Dawn Mulvihill & Big E 9 a.m. Compressed Air Mass Launch

see other side for Awards and Contest information 3/24/17

47th ANNUAL UNITED STATES FREE FLIGHT CHAMPIONSHIPS

September 22 – 24, 2017 at Lost Hills, CA. Category II – AMA Sanction – American & National

Cup



US FF CHAMPS REGISTRATION: Proof of current AMA Membership and current Lost Hill's Membership required. \$30 includes *first* Event. Additional events are \$10 each. Gold card \$75 includes unlimited event. Juniors \$5 per event with awards in all events.

Awards: Cash: Five or more flyers 1st/\$50, 2nd/\$25, 3rd/\$15. Four flyers 1st/\$25, 2nd/\$15. Three flyers 1st/\$15. Two flyers 1st/\$5 JR EVENTS will be 1st/\$15, 2nd/\$10, 3rd/\$5.
Sweepstakes: \$100 cash

Lost Hills Member's Meeting, Saturday, September 23th at 6:30 p.m. at CD table

Notes:

Timecards: Submit timecards to CD table or event table after each official flight.

ENTER ALL TIMES IN SECONDS, except TEXACO Events.

Hand Launch and Catapult Glider will be flown from a pen - submit time cards to CD table every two flights.

All Engine Runs and Max Times are per the AMA Rule Book and NFFS Official Competition Rules.

FAI Saturday Events – (7) one hour rounds, starting at 8 a.m. F1A first round max 210 sec. F1B, C, P first round max 240 sec. All other rounds 180 sec. Flyoff rounds no earlier than 4 p.m. per CD.

FAI Sunday Events - F1G, H and Q (5) forty-five min rounds beginning at 8 a.m. F1G, H 120 sec max F1Q 180 sec max. Flyoff rounds no earlier than 1 p.m. per CD.

Sweepstakes Total time for a maximum of 5 AMA events as indicated by *.

Ed Carroll, Contest Director, Cell : 818-489-5039, ec31133@aol.com Lost Hills Web Site: <http://www.lhffmaa.com>

See other side for Schedule of Events.

SAN DIEGO ORBITEERS
Howard L. Haupt / Editor
3860 Ecochee Avenue
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WHAT'S HAPPENING -

August 2017 / September 2017

- Aug. 21 - Solar Eclipse. (Approximately 70% in San Diego area)
- Sept. 3 - **Indoor Flying**, Grossmont College (Upper Gym), 7:30 am to 11:30 am.
Feature Event: **Catapult Glider**, Other Event: **Embryo**
- Sept. 9/10 **Scale Staffel FAC Contest**
SCAMPS Field, Perris CA, 8:00 am.
- Sept. 13 - **Orbiteer Board Meeting**, 6:00 pm.
John Merrill Residence, 9301 Lake Hill Drive, Santee CA 92017
- Sept. 17 - **Orbiteer Outdoor Monthly**
SCAMPS Field, Perris CA, 8:00 am.
Feature Event: **Coupe** Other Events: **Power & Glider**
- Sept. 22-24 **47TH Annual U.S. Free Flight Championships**
Lost Hills CA. (See enclosed contest flyer for details)