

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB



FEBRUARY 2023

Chairman's Corner – Mark Chomyn

Last month saw us experiencing an unusual amount of rainfall. So, much so we were unable to hold our January monthly contest in Perris. So, the January P-30 main event is now in line for a make-up date in the future. It looks like the weather will be more accommodating for our February 12 outdoor monthly. The contest will feature Coupe, Glider and Power and will likely be in the history books as you read this.

However, the weather didn't affect our ability to hold our annual banquet on January 21st, which due to COVID has been less than annual. We missed two years. It was good to finally hold the banquet again, though we had hoped for a larger attendance. Must have been the competition from the NFL playoff games and the fact that folks might have gotten a little out of rhythm due to the previous year's cancellations. Nevertheless, the banquet went well, food was great (thank you Linda Piazza for coordinating), camaraderie was high, awards were given and three tables full of raffle prizes were handed out.

The awards presentation was a bit expanded from those of past years as we handed out awards for years 2020 and 2021 as well as 2022. Thanks to Mike Pykelny for tabulating the scores, to Don Bartick for getting the award certificates and Club Champion trophies engraved and to Arline Bartick for photographing of the event.

2020/2021 individual event first place winners were Don Bartick for P-30, Mike Pykelny for Coupe, Tim Batiuk for both Hand Launch and Catapult Glider and David Wade for Old Time/Nostalgia.

2020/2021 Club Champion based on points from all events entered were Mike Pykelny for Non-Power, Mike Pykelny for Power, and Mike Pykelny for Orbiteer of the Year. A clean sweep! 2022 individual event first place winners were Don Bartick for P-30, Clint Brooks for Coupe, Tim Batiuk for Hand Launch Glider, Chris Reck for Catapult Glider, and Mike Jester for Old Time/Nostalgia. Club Champions were Clint Brooks for Non-Power, Mike Pykelny for Power, and Clint Brooks for Orbiteer of the Year. Well done flyers. Club Champions will be immortalized by having their names engraved on the Club Champ and Orbiteer of the Year trophies and the 2022 winners will proudly get to display those trophies in a conspicuous place in their abode until January 2024 when the 2023 winners are announced.

Every year as the banquet approaches, I encourage members to check their building areas for those items that might be donated for the raffle. This is done as encouragement to members as a means of tidying their workshops. Despite my examining my building area and bringing five kits to this year's banquet I'm still reminded by my better half.... "Don't you think you have too many planes?". In my defense I offer the photo to the right. Any free-fighter worth his winder would look



and comment..."You slacker, I don't see a biplane or a Golden Age racer in that motley grouping. Get to work!"

Some big events are probably on record as you read this. They include the Isaacson Classic and Kiwi Cup and the North America Cup, Feb. 11-13 in Lost Hills and the California Cup and the Bob White Maxmen, Feb. 15-17 at Lost Hills. Looking ahead, for you competition oriented flyers there's the St. Patty's Bash on March 19 in Eloy AZ and the SCAT Annual on March 18-19 at Lost Hills. Then in April we have the San Valeers Annual, April 13-16 at Lost Hills and for you indoor flyers there's the Round Valley Dome Indoor, April 22-23 in Eager AZ. Good luck to all those who venture out to compete.

It's February and as with every February we are reminded that February 14th is Valentine's Day (I think the cards and candy were in stores immediately after Christmas). So, for all those flyers out there if you don't want to risk having your significant other comment on the overabundance of free flight items in your work area, please don't forget to remember them and show your love. Cupid lives on.

Mark

"In closing. I would suggest that you never be satisfied with the model's performance. Just keep fine tuning."

Tom McCoy from Jan.- Feb. 1996 Sam Speaks

FROM THE WORKBENCH - Walter Ainslie



I just completed a KYUSHU J7WI Shinden designed and drawn by Don Srull. This has been on my board for quite some time; I saw of Don's passing in the FAC news and thought it was time to finish it up. To overcome torque issues I am attempting a contra rotating propeller system. I am interested to see if I can get it working on a rubber power model.



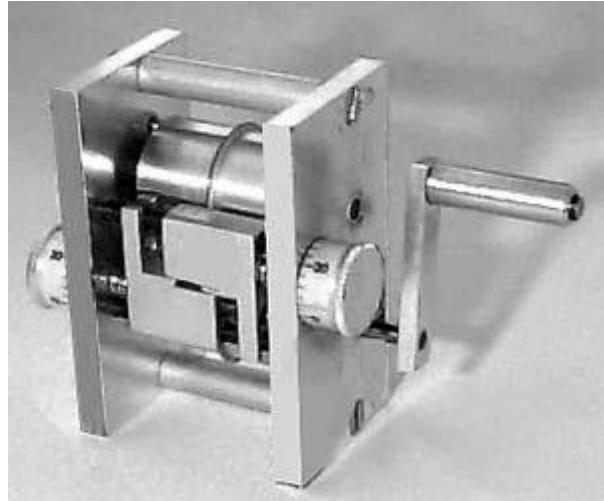
Stripping Rubber

By Mike Jester



It has been three years since I have been able to fly indoors. As most of you know, we lost use of the large gym at Grossmont Junior College due to COVID and have not been able to regain access to that facility despite the persistent efforts of John Hutchison. Our search continues for other indoor flying venues in San Diego County. Most potential indoor flying sites are high school gyms, and their use involves successfully navigating much red tape. Someday our club will regain an indoor flying site. The following information about stripping rubber may then prove to be useful to our members that fly indoors locally. Remember, when you fly indoors the weather doesn't matter and there are no long chases!

Tan Super Sport (TSS) rubber is sold in standard widths of 1/16, 3/32, 1/8, and 3/16-inch widths. Sometimes you can purchase old TAN II or TSS rubber with a 1/4-inch width. Achieving maximum flight times with an indoor duration rubber powered airplane such as a Penny Plane, No-Cal, A-6, P-18, or a Science Olympiad model almost always requires stripping standard TAN II or TSS rubber to a custom width. One example would be stripping 1/8-inch rubber to a nominal width of 0.096-inches. In classes such as the Science Olympiad Flight event, where the rubber motor is limited to a maximum of 2.0 grams (including lube and O-rings), varying the width of the rubber motor is part of the process of matching the rubber to the prop to achieve the highest flight times. The alternative is to vary the pitch of the prop blades which is a much more difficult process. If you are lucky, trimming the blades will suffice. There are several rubber stripper devices that can be purchased. They are sophisticated mechanical devices with cranks, and include the Harlan, Operand, and Johnson rubber strippers. I have my doubts whether any of them is currently being manufactured so you may only be able to purchase a used one by researching the Internet. Volare Products sells used rubber strippers from time to time. J & H Aerospace sells a rubber stripper made from 3-D printed plastic parts which is much less expensive but probably not as accurate as the rubber strippers that are made with precision machined Aluminum frames. I have used the Harlan rubber stripper for the past twenty years with considerable success. Accordingly, I will describe its construction and manner of use.



Harlan Rubber Stripper

The Harlan rubber stripper is a box-lock mechanism made of Aluminum parts and steel cutting blades. A pair of cylindrical drums are mounted between a pair of vertical side walls and are rotated in opposite directions by a crank to draw a strip of rubber between two fences in front of the stripper that form a rectangular slot. A segment of rubber with a standard width can be fed through the slot and guided into two

overlapping, rotating disk knives each mounted on one of the drums. The lateral positions of the fences are manually set by screws driven by numbered drums mounted outside the side walls of the stripper. The disk knives are rotated by the crank on the right side of the stripper. To strip the standard width into a smaller width, the fences are set apart a distance equal to the width of the standard strip, e.g., 3/16-inches. The two fences are positioned so one edge of the strip is the required distance from the cutting plane. Usually, one experiments with segments of rubber that are 3 or 4-inches long and measures the stripped rubber pieces with digital thickness gauge. The location of one or both fences is adjusted and the process repeated until the test segment measures the desired width, e.g., .096-inches. Then a full-length strip of rubber can be stripped to make up the desired rubber motor, e.g., no more than 2.0 grams in the case of the Science Olympiad Flight event.

The thickness of TAN II and TSS rubber typically varies between 0.040-inches and 0.044-inches. A rubber strand cannot be precisely stripped to a uniform width. Moreover, the thickness and density of a given width, e.g., 1/8-inch, vary from batch to batch (and even along the length of the long strand in the same box). Therefore, experts make up a predetermined optimum size of their rubber motor using its density in terms of grams per inch. Novices typically only reference the width of a rubber motor, particularly where there is maximum weight such as 2.0 grams in the Science Olympiad Flight event.



Digital Thickness Gauge

Let's hope that we have a need to strip rubber in the future. We all look forward to a resumption of the Orbiteers indoor contests. For a superior indoor flying experience, consider attending the AMA INDOOR FREE FLIGHT NATIONALS scheduled for June 19-23, 2023 at the Kibbie Dome in Moscow, Idaho. The flyable height in that venue is well over 100 feet.



Stripped rubber after a good run →





INSIDE BUSINESS AVIATION

WILLIAM GARVEY

EMBRAER RECENTLY ANNOUNCED

a medevac option for its popular Phenom 300 light jet after the FAA and its European counterpart issued the necessary supplemental type certificates. The new configuration can include two stretchers, an incubator and additional medical equipment, and the airframer said the conversion from passenger to medevac service can be done in approximately 5 hr.

Developing alternate uses and thus expanding the customer base for an aircraft primarily intended for another role is a decades-old practice among airframe manufacturers. The Beech 18 began life in 1937 as an executive twin, but during World War II thousands were adapted by the Allies for use as navigation and gunnery trainers, photo reconnaissance platforms and even as light bombers, among other applications. A generation later, FedEx launched its overnight package delivery service with a fleet of Dassault Falcon 20 business jets converted into freighters. That worked out well.

Notably, business and private aircraft have been adapted for a wide variety of roles, including serving as high-altitude atmospheric research platforms, providing battlefield communications, making news and commercial videos, flying search-and-rescue missions and more. The most curious conversion I've witnessed was the transformation of Howard Hughes' private Boeing Stratoliner into an island-hopping houseboat. But that's another story.

Currently underway is a conversion that turns tradition on its head by reconfiguring grounded airliners into business jets. One program, as developed and conducted by Flying Colours, a major modification and maintenance outfit headquartered in Peterborough, Ontario, centers on the CRJ200.

An outgrowth of the Canadair Challenger 600, the Canadair Regional Jet was stretched 20 ft. and fitted with 50 seats, becoming a pioneering aircraft in the regional jet (RJ) revolution as fanjets supplanted smaller turboprop "commuters," beginning with the first CRJ delivery to Lufthansa in 1992. By the time Bombardier, which acquired Canadair, ended the model's production in 2006, more than 700 CRJ200s had been delivered.

Over time, however, broad economic concerns, regional pilots' migration to major carriers, fuel cost increases, the abandonment of service to smaller markets and then the onset of the pandemic, CRJ200s and other RJs were beginning to be placed into long-term storage—by the hundreds.

According to the Aviation Week Network's (AWN)

Fleet Discovery Civil, there were 188 CRJ200s in storage as of late January and the average age was 20.8 years. Regardless, Eric Gillespie, Flying Colours executive vice president, notes that the model's service life extends to 80,000 cycles and that the parked units tend to have 25,000-40,000 cycles logged, which means they have years of life remaining. That's especially true, he notes, when any are next placed in charter or corporate service, since those roles represent a fraction of the flight time and cycles demanded of an RJ.

The transformation process begins with the selection of a stored CRJ and negotiating with its owner—prices, according to AWN's Avitas, vary between \$1-1.6 million depending on age and condition—then moving it to Flying Colours outside Toronto or to its operation in St. Louis. After removing the seats, interior and unwanted equipment, the upgrade begins, along with any required or desired maintenance.

A CRJ200's interior is the same as that of Bombardier's large-cabin Global 6000 and thus able to accommodate a variety of configurations. These can range from a 16-seat corporate shuttle, to a split layout with a half-dozen business-class seats forward and 20 regular seats aft, or a low-density VIP setup. Medevac, special missions and more are all potential configurations. Typically, the airframe is repainted as well, and long-range fuel tanks can be installed, if desired.

Gillespie says the process can take 4-8 months and cost \$2-8 million, depending on its complexity and choices of equipage. But when the project's done, the operator takes possession of a large-cabin, custom-designed business jet with years of service remaining. It comes with a two-year paint and installation warranty. In addition, parts and service are available worldwide. And all that for the price of less than a quarter of a new-production counterpart.

Flying Colours has delivered some 35 such conversions over the years. The company already has commitments for three more this year, and it hopes for two more by year-end. The goal is to continue at that pace, or better, going forward.

Meanwhile, Vista Global's XO shared service uses two refurbished CRJ200s outfitted with 16 and 18 "spacious captain's chairs," respectively, on flights between the New York area and South Florida. Pricing begins at \$1,500, and the initial response was so positive that it increased the schedule to up to four flights daily. But that, too, is a subject for another story. ☀

William Garvey was editor-in-chief of Business & Commercial Aviation from 2000 to 2020.

Role Reversal

Unwanted regionals are finding welcome in new missions



FLYING COLOURS

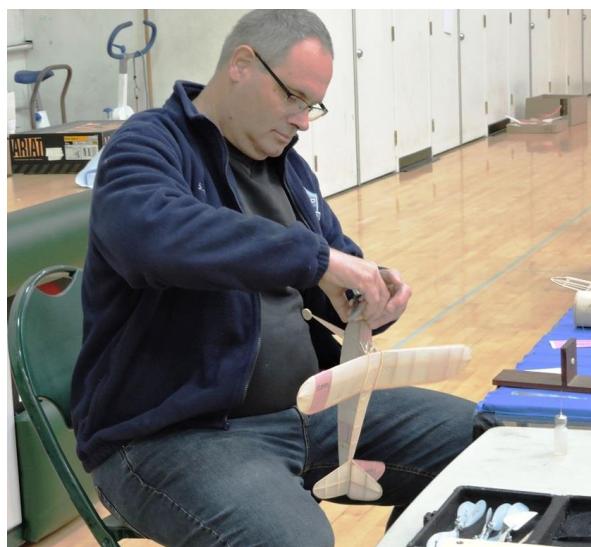
LIFE TIME MEMBERSHIP - H.Haupt



Another current member has joined the Lifetime Orbiteer list.

William Scott chose to become a Lifetime member at the clubs January Banquet. You are now the Seventh Lifetime member, on the current Orbiteer roster.

Thanks William, for your support of the club!



William Scott

San Diego Orbiteers
Flying Schedule 2023
Taibi Field Perris, Ca

Primary Date	Rain Date	Event	CD
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



COMBINED ORBITEER & SCALE STAFFEL ANNUAL BANQUET - Photos by Arline Bartick



2020 & 2021 Orbiteer Of The Year
Mike Pykekny



2020 & 2021 OT Nostalgia Rubber Champion
David Wade



2022 Orbiteer Of The Year
Clint Brooks



2022 Non-Power Champion
Clint Brooks

2023 Annual Celebration Cake →



COMBINED ORBITEER & SCALE STAFFEL ANNUAL BANQUET - Photos by Arline Bartick
(Page Two)



← Clint Brooks
(Coupe)

2022 Coupe Champion
1ST – Clint Brooks (Center), 2ND – Mike Pykelny (Right), 3RD – Greg Hutchison (Left)



← Don Bartick
(P-30)

2022 P-30 Champion
1ST – Don Bartick (Left), 2ND – Mark Chomyn (Center), 3RD – Clint Brooks (Right)



← Mike Pykelny
(Power)

← 2022 Power Champion
1ST – Mike Pykelny (L), 2ND – Clint Brooks (R)

CASH AND CARRY - Mike Pykelny



Free Flight Kits from a noted SOCAL flyer

All new condition 50% off retail prices

Bounty Hunter 245 1/2A gas BMJR \$30.00
Laser cut parts 39.5" wingspan

"Bernie's" Quark F1Q BMJR \$40.00
Laser cut parts 51" wingspan

Sting 18" CLG Len Suartees \$20.00
TWO available

202 Super Pearl E-36 \$25.00
Plan/Short Kit

Kele F1K CO2 airplane \$30.00
Covered wings

BUTTON Timers \$25.00

CASH prices, delivered to Perris



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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

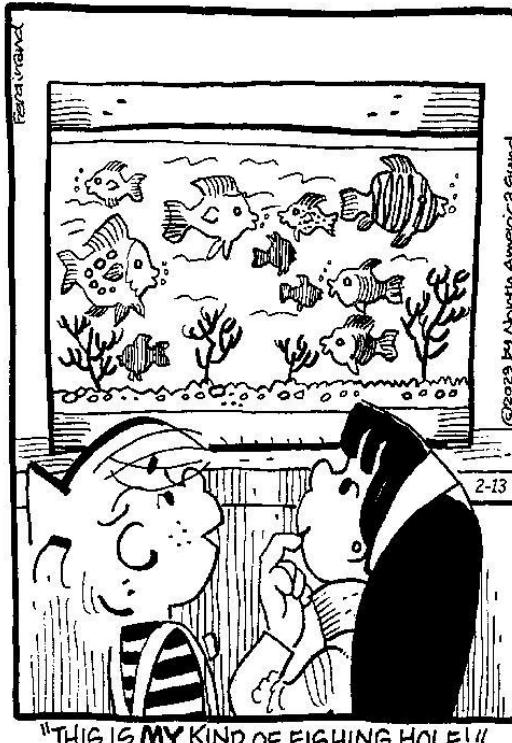
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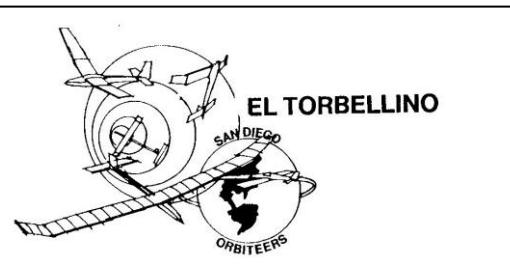
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2	-	Walter Ainslie
3, 4,	-	Mike Jester
5, 7, 8, 9	-	Arline Bartick
6	-	Aviation Week



WHAT'S HAPPENING - February 2023

February 19TH - San Diego Orbiteer Outdoor Monthly, (Rain date: 02/26/2023)
Taibi Flying Field, Perris CA, 7:30 am.
Events: **Coupe / Glider / Power**

