

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB



MARCH 2017

The Prez's Corner – Don Bartick

Mother Nature has definitely taken a toll on outdoor flying. The Perris field is a flood basin and by golly it has acted as one. We get emails from the SCAMPS lamenting about having to postpone one contest after another. Also reports of brave soles attempting to fly on the field only to get stuck in the mud. The Orbiteers and Scale Staffel's have also cancelled contests. Conditions may be okay by the time our March 19th outdoor contest comes around.

Arline and I went to the Isaacson Winter Festival at Lost Hills. We arrive on Friday, February 10th with plenty of dark clouds overhead. There was a notice at the front desk of the Days Inn stated that registration was being held at the Lost Hills Recreation Center. The field was not accessible. Turned out that the Rec. center was a great venue for registration. Flyers from all over the world were assembled here registering, mingling and telling tales from times past. We registered and went to dinner. Saturday, the entry road had dried a bit along with the Holloway Gypsum folks making a path for us with their huge equipment. The CD, Norn Furutani made a ruling that we could fly our events either day. Saturday turned out to be poor. Saturday's FAI events were cancelled and moved to Sunday. So back to the motel we went. Sunday turned out to be perfect flying conditions. On the way to the field using the back road, Arline all of a sudden noticed that my motorcycle couldn't be seen via the side mirror. Not good. I made a quick stop. As it turned out, one of the strap hold down lugs on the carrier failed. The bike didn't fall off the carrier, but did manage to fall over still attached to the carrier and with the right handle bar dragging on the pavement. Not sure how far we drug the bike, but the entire accelerator grip and front brake lever was

ground away. That was the end of my chase bike. I would be retrieving on foot for the first time in 30+ years. As such, I only flew my P-30. Did manage to come in second behind Don DeLoach. Dropped my 5th flight. So did DeLoach, but not as much. As you recall in the last issue of the ET I mentioned the \$1000 payoff for the person who got the most maxes flying either P-30, E-36, Hand launch Glider or Catapult Glider. Stan Buddenbohm put in 15 maxes in E-36 to haul away the big bucks.

On the Science Olympiad front, my 2 teams competed but didn't do as well as they did during practice. Even so, they placed in the top 20 and received ribbons. It was a great experience for them. But it's not over. The Olive Peirce Middle school Science and STEM teachers are going to have a school wide competition for Wright Stuff type planes. They asked me if I would assist in this venture. Of course I said yes. It will be a one design competition. The design will be one I come with. The two teachers want to learn to build the plane I designed and then teach the students that want to participate. I have designed the plane and kitted 2 of them for the teachers to build. They will be here tomorrow March 6th for the day. They arranged for substitute teachers to handle their classes. This is really neat. Look for a picture of the plane I designed for this event somewhere in the ET. Had a chance to test it at the indoor contest. It has promise. Did manage to get over 2 minutes with it. A good start.

Our Board Meeting will be held on March 16th. Anyone out there in Orbiteers land that has an issue they want the Board to consider at the meeting, please advise one of the Board members.

That's a wrap for now.

Remember: "Trust, but verify." – R. Reagan



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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

FEBRUARY 19th MONTHLY REPORT

Contest cancelled due to forecast of rain and field conditions being too wet.



2017 COMBINED FLYING SCHEDULE

Feb 19 -



Mar 19 - **Coupe**

Power, & Glider
(Mar 26TH rain date)

Apr 9 - **P-30 Memorial Oldenkamp Hot Box Contest**

Power & Glider
(Apr 30TH rain date)

May 19/21/22 **Dual Club FF Bonanza**, Lost Hills

May Rotation Skipped: (Old Time Nostalgia Rubber)

June 25 - **Coupe**

Power & Glider
(No rain date)

July 4 - **Walt Mooney Annual Scale Contest***

July Rotation Skipped: (P-30)

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**

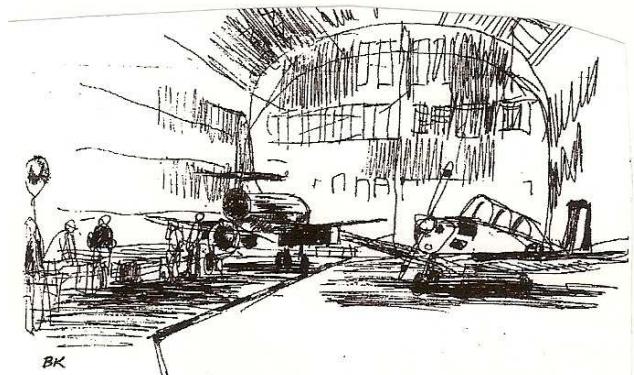
Power & Glider
(Nov 19TH rain date)

Dec 10 - **Coupe**

Power & Glider
(Dec 17TH rain date)

* Non-Club Points Event

Otay Field Weather (619) 661-8297



2017 INDOOR FLYING SCHEDULE

Apr 2 - A-6, Phantom Flash*

May 7 - Penny Plane, No-Cal*

June 4 - Catapult Glider, Embryo*

July 2 - A-6, Phantom Flash*

Aug 6 - Penny Plane, No-Cal*

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**



MARCH INDOOR MONTHLY 2017
(March 5, 2017)
CD: William Scott

CATAPULT GLIDER:

(Best two of five flights)

1) Stan Buddenbohn	29.4	32.0	-	61.4
2) Richard Wood	24.9	23.2	-	48.1
3) Don Bartick	22.7	22.8	-	35.5
4) John Hutchison	17.5	18.3	-	35.8



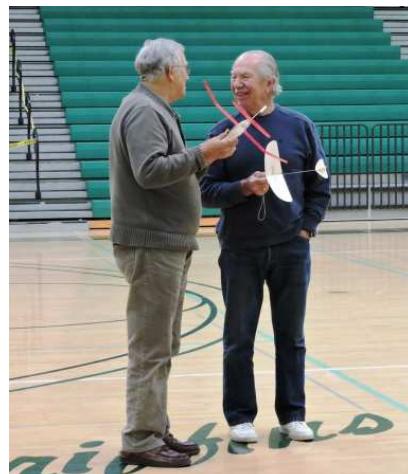
EMBRYO:

(Best three of six flights)

1) Stan Buddenbohn	Lifting Body	138	90	61	-	289
2) C.M. Kim	Pairie Bird	87	101	79	-	267
3) Richard Wood	Pairie Bird	64	73	29	-	166
4) Nick Panousis	Pairie Bird	31	30	47	-	108
5) John Hutchison	Pairie Bird	49	58	34	-	107
6) Mike Jester	Flat Iron	25	22	39	-	86
7) George Mansfield				DNF		



William Scott – Field Repairs



Spirited Indoor Discussion



Richard Wood
← March Indoor Flight Line



C.M. Kim

**Indoor Photos
 By
 Arline Bartick**

MARCH INDOOR PHOTOS CONTINUED – Photos by Arline Bartick



Richard Wood – Catapult Launch

(----- John Hutchison – Embryo and field repair -----)



(----- "New" Wright Stuff design by Don Bartick -----)



(----- Science Olympiad Team Members -----)

The Orbiteers Power Event

By Mike Jester

If you go to the Orbiteers web site at www.sandiegoorbiteers.com the calendar indicates that there is a "Power (Gas/Elec combined)" event which the club holds every month.



Don Bartick With One of His Gas Models

I decided to check with Mark Chomyn, a member of the Board of Directors of the San Diego Orbiteers and our regular contest director ("CD"), to determine exactly what models qualify for the Power event. Mark quickly replied as follows:

We file our contest sanction request with AMA to include a variety of power classes.

We file for AMA gas power events 101 through 105 and E-36 (electric). Gas events 101 through 105 are divided by engine size criteria. The gas engines can be either ignition or glow,

Cat 101 (1/A) is for engines from .000 - .0504

Cat 102 A is for engines from .0505 - .20

Cat 103 B is for engines from .201 - .30

Cat 104 C is for engines from .301 - .40

Cat 105 D is for engines from .401 - .670

Motor run times are based upon the AMA flight time category under which the events are flown. Cat I is a 5min. max flight time. Cat II is a three minute max. flight time and Cat III (which we typically fly under) is a two minute max. Motor run times are also per categories mentioned above with Cat I at 12 seconds, Cat II at 9 seconds and Cat III at 7 seconds.

There are no AMA airframe restrictions for any of the gas classes. Designers are allowed to design in a manner that best fits their chosen motor size. Some of the more popular designs in the above classes are Spacers, Zeeks, Ramrods, T-Birds, Satellites, Pearls, Zeros, Orbiteers etc. Many of these designs have been flown in all of the above engine sizes by merely adjusting plan size. In fact NFFS has a list containing over 800 approved designs for their Nostalgia Power events. It's also possible to fly an old time design like a Zombie, Brooklyn Dodger, Banshee, Pacer, Brigadier, Coronet, Ranger, Interceptor etc. using one of the appropriately sized engine classes above.

Since CO2 power is not controlled by engine run time but by the CO2 tank size you would not fly CO2 against planes in gas power classes noted above. You would have a separate event for CO2 power.

Unlike gas free flight, the E-36 category (Cat 165) does have some extra restrictions. Wingspan is limited to 36 inches and there is a 120 gram minimum weight requirement for the plane and there are battery size limitations. Any type of electric motor is allowed and maximum engine run is 15 seconds with a max flight time of 2 minutes.

Our hobby refers to contests involving free flight models with reciprocating piston engines as "gas" events. However, most models involved in these events have two-cycle engines that burn glow fuel. I understand that glow fuel is a mixture of methanol, nitromethane and oil. Four-stroke engines that burn gasoline are sometimes used in model airplanes, but typically in very large RC models, such as quarter scale models, which are not flown in our club's Power event.



Southwest Regionals Model Airplane Championships, Eloy, Arizona - January 2015

I have not flown any power models since I dabbled with a crude RC foamy with an .049 gas engine over thirty years ago. Eventually I would like to fly an E-36 model. I bought a Joule Box 190 kit a few years ago after admiring the examples built and flown by the late John Oldenkamp, a long-time San Diego Orbiteer. He designed the Joule Box and that seemed to be the only model he flew outdoors over the last few years of his life.



John Oldenkamp With One of His E-36 Joule Box 190 Models

Whether you fly a gas or electric ship, the trim is critical. I have watched in amazement as $\frac{1}{2}$ A gas models rapidly spiral up in a steep corkscrew flight pattern. Their buzzing engines quit after a short motor run, and then they transition into a nice glide, hopefully without first losing too much altitude.



Unknown Gas Model Flier - SGMA Contest, Sacramento, CA, September 2015

A very impressive electric power model is the Apache II E-36. It is based on Ralph Ray's 1960's Nationals winning $\frac{1}{2}$ A gas model that was kitted by Veco for many years. I have watched Stan Buddenbohm fly his example of this design at Perris. It has a unique pod and boom fuselage design with shoulder wing mounting. Other striking features of this model include a motor mount with 20 degrees of down thrust, narrow vertical tip plates on the aft portions of the wing tips, and circular tip plate fins on the ends of the stab. Stan's Apache II seems to literally climb straight up to what seems like a couple hundred feet in altitude in well under a ten second run of its electric motor. It then rapidly rolls into a glide mode and just floats along. Two different Apache II kits are available from CB Models Designs.



Apache II E-36 (picture courtesy of CB Model Designs)

It seems that the purists in the power branch of our hobby enjoy the smell of glow fuel and the scream of gas engines. However, with new LiPo battery technology the E-36 class offers a more convenient, yet every bit as challenging, alternative. You might consider flying in the Orbiteers Power event if you want to fly a powered free flight model without a rubber motor.



BUILDING KIT PLANES OF OUR YOUTH - D.Scigliano

When I was a kid I remember buying these kits hoping to build and fly them. They are supposed to be simple easy builds but that was not the case back then. I would try to build them but I was unsuccessful because I was not a very good builder. The wood quality is pretty good but every time I tried to build them the wood would break so I would give up. I now own all 4 of these kits produced by Midwest and was determined to build them. They are a little challenging but in the end they are fun to build. I used everything from the kit except the old rubber. The build was straight forward and using white glue allows me to get everything nice and straight before the glue dries. I will also replace the thrust bearing since the shaft hole is too big. The picture on the box shows an old Sleek Streek prop so that is what I will end up going with. I used Elmers glue all for the build and as shown with balance weight she comes in at 34 grams. The wing span is 20 inches and should fly pretty good. Paul Bradley has all the patterns on his website and details how transfer the parts onto wood. <http://www.parmodels.com/Plans/Midwest.htm>



SHOP NOTES

EASY WAYS TO DO HARD THINGS

KNOW-HOW



Open a Bottle of Wine With a Shoe

IF YOU FIND yourself with a bottle of wine and no corkscrew, and you are the type of person who wears shoes, you are wearing a solution to your problem. Remove one shoe and place the bottle of wine inside, so its bottom rests where your heel would go. Find a sturdy wall that will not scuff—brick is best. Holding the shoe and bottle so the bottle is parallel to the ground, repeatedly bang the flat of the heel against the wall. The cork will begin to work its way out of the bottle. When enough has protruded to grab it with your hand, remove it manually. Return your shoe to your foot. This may not work if the cork is synthetic and is not recommended for sparkling wines.

DON'T UNDERESTIMATE ICE

Ice cube trays can be filled with more than just water, and the frozen prisms you crack free from them can do more than chill and water down your drinks.



Storage
Garden-fresh herbs can be stored for later use by packing them into ice cube trays and filling the trays with olive oil, then sticking them in the freezer.



Nondilutive Cooling
Make cubes of an intensely flavored drink, like coffee, so you can drink it ice-cold without diluting its flavor.



Subtle Flavoring
Frozen food or aromatics can add hints of flavor to a beverage. Try ice cubes with mint in bourbon-based cocktails and frozen pureed berries in summer lemonade.

A Clever Email Hack

Gmail ignores text after a + in an email address, but can still search and filter on it. For example, you can use this to manage a guest list by directing RSVPs to `youremail+party@gmail.com`, then filtering all emails to the +party address into a folder. Great for bills and spam.



The Whetstone that Whets Your Appetite

A dull kitchen knife can be sharpened on the unglazed ring on the underside of a ceramic dish. Angle the knife about 20 degrees from the plate and run the blade along the ring from heel to tip, alternating sides until sharp.



Tool of the Month THE ELECTRICIAN'S AWL

The electrician's awl is a sturdy tool with a misleadingly specific name. You should consider keeping one in your general tool kit for help with any of the following tasks:

Punching Holes

It will easily punch holes in thin aluminum but, even better, it punches holes in drywall without creating dust—and with the taper, it's easy to make a hole sized perfectly for wall anchors.

Pulling Staples

The spike is long and sturdy enough to apply significant leverage, and the point is fine enough to slip under staples, whether in wood, upholstery, or the latest TPS Report.

Marking Metal

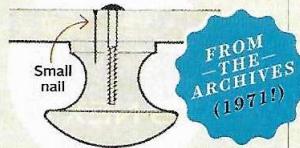
Pens and pencils won't always cut it for marking smooth metal surfaces, but an awl will, even through rust or other coatings.



READER NOTE!

A Better Way to Cut Tubing

It's hard to cut cleanly through thin, flexible tubing. Reader Ted Pasche of Argyle, Texas, has an easy solution. Clamp a dowel in a vise. Slip the tubing over the dowel and make the cut while rolling the tubing around it. Works best when the dowel and the tubing have similar diameters.

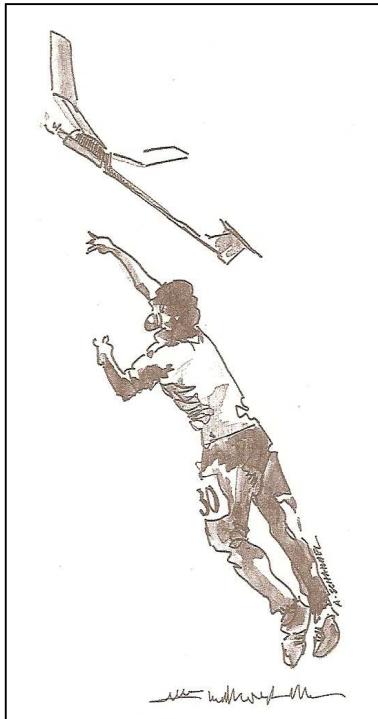


FROM THE ARCHIVES (1971!)

Tack Keeps Drawer Pull Tight

If the wooden knob on a drawer keeps twisting loose, drive a small nail or tack into it from inside the drawer, parallel to the screw holding it in place. The nail prevents it from rotating.

SAN DIEGO ORBITEERS
Howard L. Haupt / Editor
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WHAT'S HAPPENING - March 2017

Mar. 15 - **Orbiteer Board Meeting**, 6:00 pm.
Mike Pykelny residence, 14450 Maplewood St., Poway CA 92064

Mar. 19 - **Orbiteer Outdoor Monthly**,
SCAMPS Field, Perris CA, 8:00 am.
Feature Event: **Coupe** Other Events: **Power & Glider**
(March 26TH rain date)

Apr. 2 - **Indoor Flying**, Grossmont College (Upper Gym), 7:30 am to 11:30 am.
Feature Event: **A-6**, Other Event: **Phantom Flash**