

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

JANUARY 2021



Prezs Corner – Mark Chomyn

Happy New Year 2021! Hope your holidays were as happy as possible given these trying times. If your holidays were anything like my family's you probably celebrated in a smaller fashion, though not any less reflective. We've all been through a lot last year and hopefully we'll see a better future in 2021.

We will attempt to plod along with our outdoor contest flying schedule. Our first outdoor contest of the year will be on January 24. Events will be P-30, power and glider. All attending should continue to adhere to the COVID protocols as adopted by USFF. Simply put they are appropriate social distancing, mask wearing, hand sanitation and avoiding attendance when experiencing feeling ill or exhibiting any of the typical COVID symptoms (fever, chills, cough, fatigue etc.)

Our outdoor venue is not your only opportunity to get in some flying. The NFFS calendar lists the S.W. Regionals on Jan. 16-18. And the SCAMPS will be flying at Perris on Jan. 13. So, get on out there and fly if your schedule permits.

I started losing my sense of taste and smell on Jan 1. That was followed by constant cold extremities (hands, feet), fatigue, muscle aches and a sporadic cough. I sent a message to my primary MD regarding the symptoms and he put in an order for a COVID test. Got that test done Jan. 3 and on Jan 5. received a notice that my test was positive. So, I've been sitting here and keeping my distance from my wife. My older son who I visited over the holidays was more fortunate as his two tests came back negative. Bottom line, I probably will refrain from non-essential gatherings (small or large) or errands and appointments until my wife and I get the vaccine. Some say that you get some immunity after recovering from COVID symptoms. But I'm not going to take any unnecessary risks as some also report that you can be re-infected. And, I would not want to be responsible for exposing anyone to what I've had or may have lingering until I'm immunized.

But, enough of my self-proselytizing don't let my situation prevent you from enjoying our great hobby. In fact, despite my diagnosis I've been hitting the garage building area to pass the time. In the spirit of the "let's build something different" mantra, I pulled out an old E-bay purchase and got to work. Remember those Guillows profile series models that sold for a whopping \$0.25 in the 1950's? They were the predecessors of today's better performing No-Cals. I remember getting crash flights of about 2-3 seconds as a kid. Hoping I can do better with the Stormovik (pictured).

Seems we free fighters are still in the AMA's field of vision. If you got a copy of the January 2021 edition of Model Aviation you were pleased to see the article on the Dosalas rubber power, sport free flight by Pat Tittle. With a 21-inch wingspan, the



plane has a sorta-kinda hyper-bipe look and appears very easy to build. Looks like a great candidate for a one design fun fly competition. I'm putting it on my "to build list. No more to say but stay healthy. Keep building and keep flying.

Mark

"Scale modeling has been around a lot longer than many of us may realize. Models have been found in the tombs of Egyptian Pharaohs and those of Chinese Emperors, Leonardo Da Vinci built scale models of many of his inventions just as engineers and architects do today for testing purposes."

- Steve Wilson, Central Arkansas Scale Modelers

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THE FINE PRINT **THE FINE PRINT**

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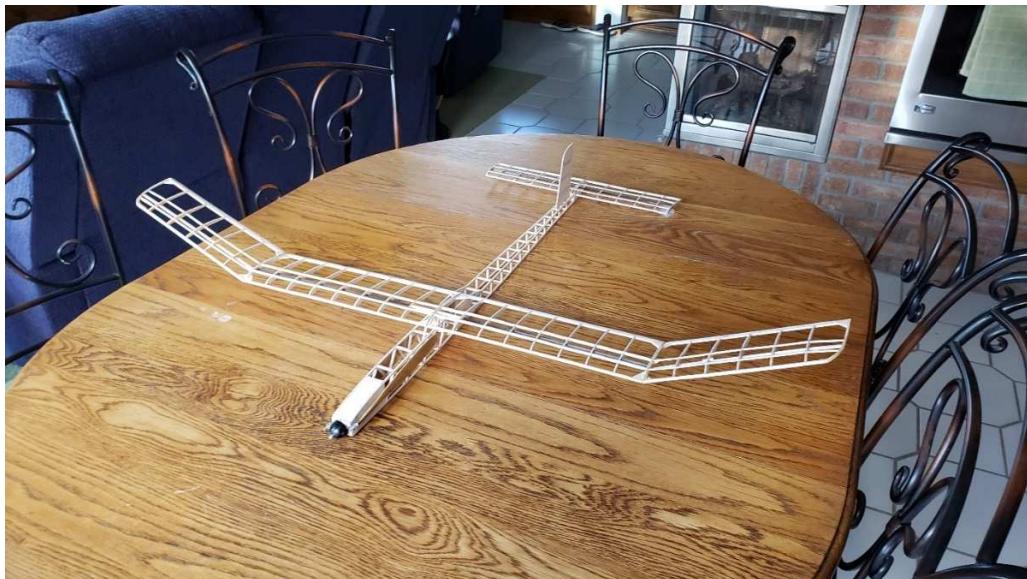
Webmaster: Kathy McLaughlin

Majestyk Coupe - Build Report

By Mike Jester



Last month's edition of this newsletter contained an article I wrote about building this Coupe d'Hiver (F1G) from scratch using a 1991 plan provided to me by Clint Brooks of the SCAMPS club. From now on, I am going to give more serious thought to only building laser-cut kits, unless there is some irresistible scale model like the Mike Midkiff Judy Japanese dive bomber. Cutting, sanding, notching, and aligning all the under-camber ribs for the Majestyk coupe made the build tedious and slow. Have you ever built-in washout when the wing has under-camber ribs? I doubled down on complexity by swapping in a 3 mm OD tubular carbon fiber composite (CF) main spar for the hard balsa wood main spar indicated on the plan. This allowed me to make the high aspect ratio wing (40 1/2-inch span) in two sections for ease of transport and storage. The wing sections of my Majestyk coupe are readily joinable for flight with a 2 1/2-inch-long segment of 2 mm OD CF tube that slides inside the 3mm OD tubular CF main spar. I had to eliminate the dihedral between the two inner wing panels in order to accommodate the wing joinder mechanics. The outer wing sections have the same 3 1/2 inches of dihedral as the wing of my Candy G coupe which has very similar proportions. I hope my scratch-built coupe has enough dihedral.



Bones of Majestyk Coupe Built by Mike Jester

The weight of the finished model as shown on the next page is 58 grams which is not bad given the 70-gram minimum set forth in the F1G rules. I used very hard balsa wood in the motor section of the fuselage since a highly wound 12 x 1/8 coupe rubber motor can generate some significant loads. I eliminated the tapered LE of the stab as suggested by Clint Brooks for ease of construction. The fuselage is covered in Polyspan tissue because it is much more durable than Japanese tissue. The wing and stab are covered with Microlite plastic film to save weight, help resist moisture, and hopefully minimize unintended warps. The fuselage was sprayed with Design Master floral spray paint which is very lightweight.

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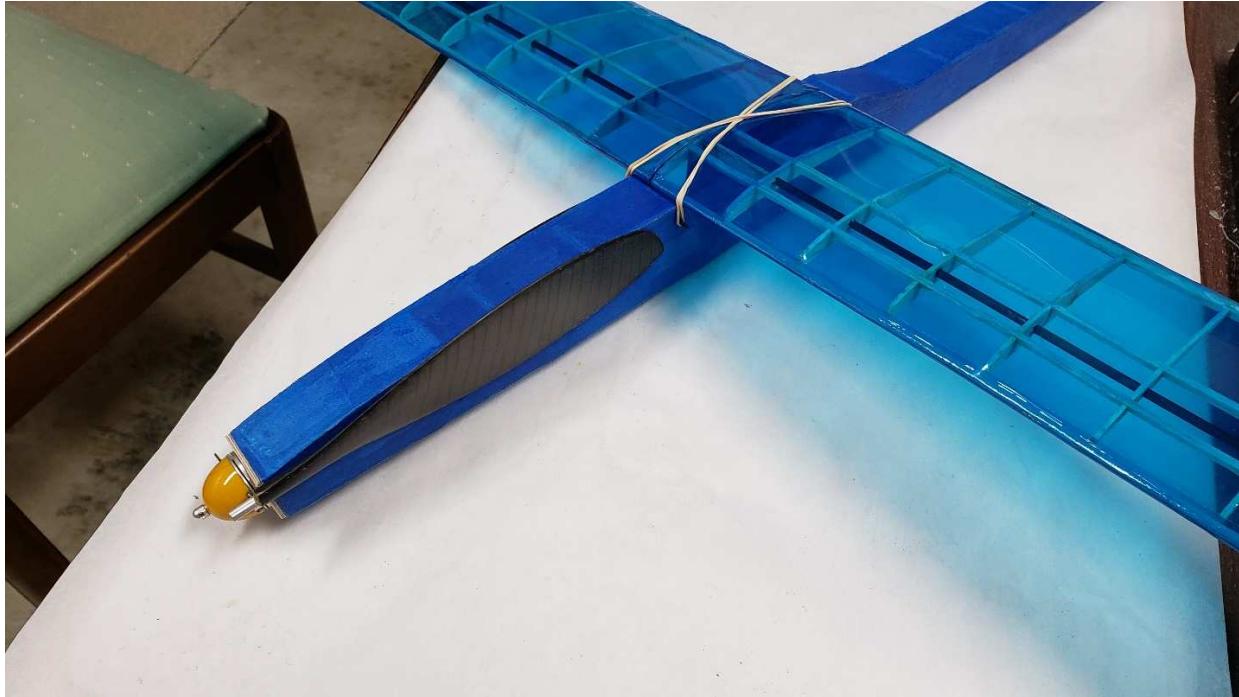


Nearly Finished Majestyk Coupe Built by Mike Jester

I had planned to build a folding prop for my Majestyk coupe using a prop kit from a Retro RC. However, I was concerned that there would be insufficient room inside the nose of the box fuselage to accommodate the dog on the motor hook and the screw stop that it engages. Fortunately, I had an unused 17-inch F1G prop assembly in my inventory that I purchased a few years ago from Starlink-FliteTech. It must have some sort of Montreal stop. No prop assembly I could ever make would be as reliable and efficient as this eastern European masterpiece. I sanded the front end of the fuselage so that the face plate I subsequently glued on to receive the prop assembly will yield nominal down and right thrust. I will need to add shims during the trimming process to adjust the thrust lines in order to achieve the desired power pattern.

I ran into an unanticipated problem. The blade of the 17-inch prop on the left side of the fuselage folded against the leading edge of the wing. I pondered numerous solutions with the input of John Hutchison: 1) change out the plywood face plate on the nose to rotate hub about 10 degrees clockwise (viewed from the front); 2) cut down each of the prop blades by one-half inch; 3) extend the nose; 4) move the wing rearward; 5) mount the wing on a pylon. The hub of the prop assembly has a radially extending set screw that needs to fit into a key slot in the face plate. Changing the rotational alignment of the prop hub of the 17-inch prop assembly in the face plate of the fuselage to lower the position of the blade and clear the wing was unacceptable. This is because the blades would then not fold flat against the sides of the fuselage. Each of the other solutions listed had drawbacks. I finally applied the KISS principle. I made a new plywood face plate that would accept the hub of the 16-inch prop assembly from my Candy G coupe. I can still use this same prop assembly with that model as well.

Continued Next Page



16-inch Prop Assembly with Blade Folded Against the Left Side of the Fuselage

I will install a viscous timer DT that includes a mouse trap actuator to prevent stab creep. I will also install a little balsa wood box in the fuselage, under the wing, which will hold one of my Walston RF transmitters. Hopefully my Walston retrieval system will allow recovery of this model even if it gets caught in a boomer thermal. Adding all the fiddly bits will probably bring the weight up to the 70-gram minimum. I can always add a little ballast.

If you would like to build a coupe there are many published plans available on the Internet. There are very few commercially produced kits for building coupes. Beginners may want to look into the KIWI-KOOP from BMJR Models and the Souper Coupe from Retro RC. A kit for the Champion Coupe was sold by George Schroeder for many years and you might be able to find one on eBay. You can buy the ribs and plan for Burdov's Candy G coupe from Bob Holman Plans. That same source also sells the ribs and plans for the Winterhawk V coupe. Hummingbird Model Products sells a short kit for the Etievre which is a 1954 vintage coupe.

If you intend to enter high level F1G contests, none of the models previously mentioned can compete with the RTF and ARF multi-function high-tech coupes made in Russia and eastern Europe that are available from Starlink-Flitetech. They literally climb straight up by keeping the stab incidence at zero during the power burst. They also use delayed prop release, variable prop pitch, "wing wiggler" and auto-rudder functions. I understand that these high-tech coupes are capable of four-minute flights in dead air. Some serious F1G fliers use sophisticated electronic thermal detectors. Keep in mind that any coupe can achieve a two-minute max if it catches a thermal. String together a few maxes and you can win the Orbiteers coupe event.

From the Workbench - John Merrill



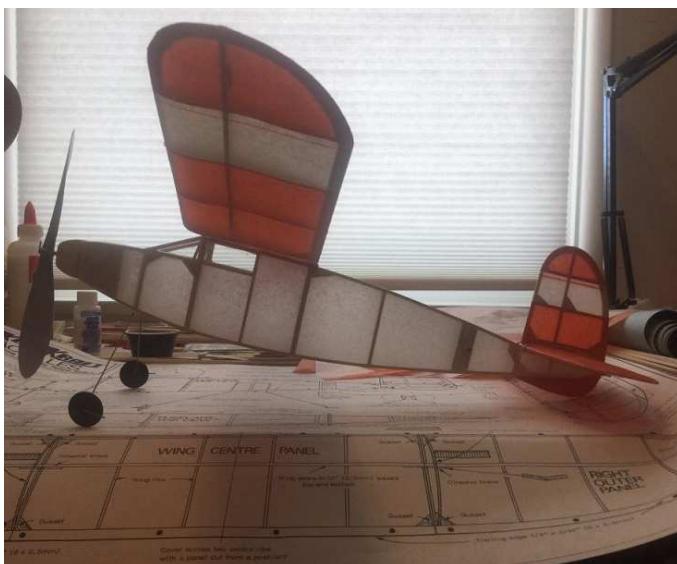
Happy New Year to all my modeling friends!

Last month I submitted a bare-bones model that I started shortly after Thanksgiving, and I actually finished it before the New Year. May not be a big deal to most, but to the world's slowest builder, it seemed like an accomplishment.

This is the KeilKraft 'Achilles', finally done on December 29th. I think she'll qualify for 3 different events: old-timer/nostalgia rubber, 2-bit+1, and small rubber cabin. I don't expect it to be overly competitive in any of those, but hopefully she'll fly a bit anyway.

During these stay at home orders, I hope you are finding some entertainment in building and getting ready for a new year of competition.

Given that, what's on your workbench?



Off the Building Board - Don Bartick

I needed to replace my Cyclone .049 powered Super Pearl that I lost at the San Valeers Annual contest at Lost Hills. This was a substantial loss for me. It appears the plane was stolen, in that I had a strong signal from the locator transmitter. Unfortunately, I reached a hill in front of Holloway Road during the retrieval that I couldn't traverse. By the time, I got turned around and rerouted to get back on the line of the plane the signal had disappeared. I suspect that the plane DT'd and landed on or near the road. Leaving it vulnerable for the taking. A prolonged search in the area by me and other flyers came up empty. So lost is lost.

The San Valeers provide merchandize for awards. Since I had won the P-30 event, I had an opportunity to choose a kit from the kit pile. As such, I selected a Satellite 320 kit by Bill Hunter of Satellite City. A beautiful kit with laser cut components from excellent balsa selected for maximum strength to weight ratio. It was a pleasant build. The power source is a new Cyclone .049. The overall flying weight is 7.5 oz. It is sure to be a rocket ship. I can't wait to start the trimming process. Pictures follow.



Three Nite P-30 - Test Flights

By Mike Jester

In an article published in the August 2020 edition of this newsletter I described a simple P-30 model that I designed for beginners that I named the Three Nite P-30. It has a slab-sided fuselage, a flat wing with tip plates, and twin fins on the stab.

I was finally able to put in some higher power trim flights with my Three Nite P-30 at a beautiful free flight field in northern Nevada last October. It is about one square mile of flat grass land with no trees. This flying site is located west of Washoe Lake roughly halfway between Reno and Carson City. It is a landing zone for hang gliders that take off at nearby Slide Mountain (9,000+ feet at its peak). I can fly model airplanes there seven days a week and it is only a 45-minute drive from my home. There are no cattle on the site - indeed the area is not properly fenced to keep them from wandering away. My guess is that the land is owned by the State of Nevada or Washoe County. So hopefully it will not be developed into housing in the future. Reno and Carson City have been growing at a very rapid rate over the past few years.



Three Nite P-30 After Landing at Washoe Lake flying field - October 2020

I gradually ramped up the torque during the trim flights and added down and right thrust as appropriate. It was relatively easy to achieve a 2-minute max with my Three Nite P-30 even though I was flying at an altitude of approximately 5,000 feet. Flights would be longer at sea level due to the increased air density. The performance of my Three Nite P-30 exceeded my expectations. The model has no apparent roll instability issues as some might have thought with no wing dihedral. Here is a link to a video (that you can copy and paste into your browser) of the latter part of one of the flights:
<https://www.youtube.com/watch?v=hhxdQG2ohJ8>

Sorry for the lack of visibility of the model in the video. It was taken with a cell phone camera. This video shows some of the glide phase of the flight. I think it catches some down air during a segment of this video because overall the glide of this model was quite good for a 45 gram "stick and tissue" P-30.

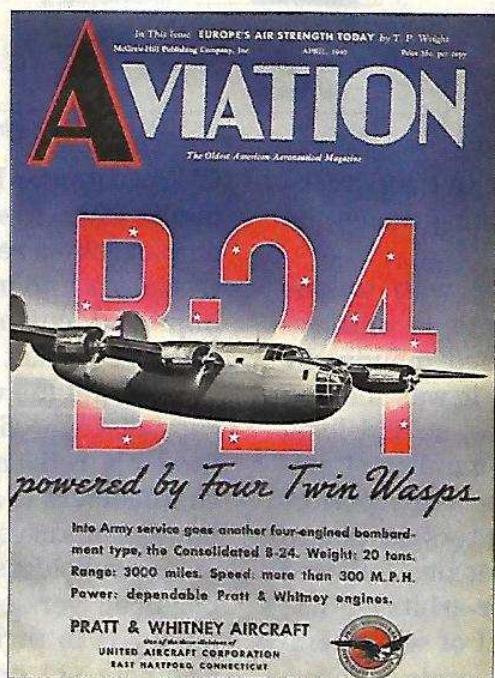
I am pleased that I achieved my goal of designing P-30 that would be relatively easy for a novice to construct and still provide reasonably good performance. I am even happier to discover a really good CAT III outdoor flying site that is close by my home and unlikely to be made unavailable for free flight for a number of years. I was the only flier at the site and probably that will be the case most of the time. In fact, I believe I am probably the first person to ever fly a rubber powered free flight airplane at this site. It is apparently rarely used for flying RC gliders.

There are several P-30 kits already available for beginners. These include the Square Eagle from Volare Products, the Kiwi from BMJR Models, and the Souper from Retro RC. The One Nite 28 has been renamed the Almost P-30 by Wind-It-Up Enterprises, but it is usually out of stock.

I have sketched plans for my Three Nite P-30 design but need to have a professional- grade plan drawn up.

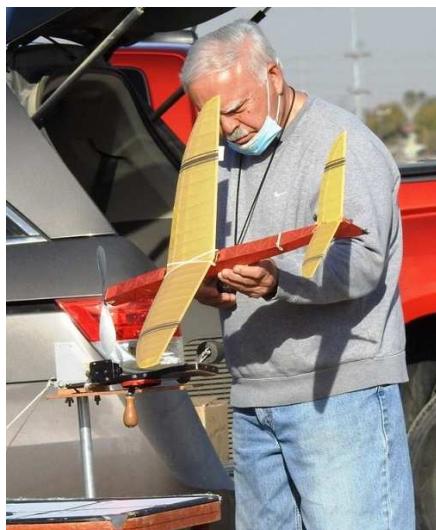
80 YEARS AGO IN AVIATION WEEK

The new B-24 bomber graced the cover of our April 1, 1940, edition as part of an advertisement for Pratt & Whitney, which supplied the aircraft's four Twin Wasp engines. Developed by Consolidated Aircraft of San Diego, the B-24 was conceived as a faster, longer-range cousin to the B-17, designed to fly up to 290 mph and carry a 5,000-lb. (2,268-kg.) bomb for 1,700 mi. Dubbed the "Liberator," the B-24 was mass-produced during World War II and deployed by the U.S. and UK to every theater, bombing Axis targets, protecting maritime convoys, scouting and destroying U-boats and softening German defenses during the D-Day invasion of France. A total of 18,482 B-24s were built before production ended in 1945, making it the most produced bomber of all time.



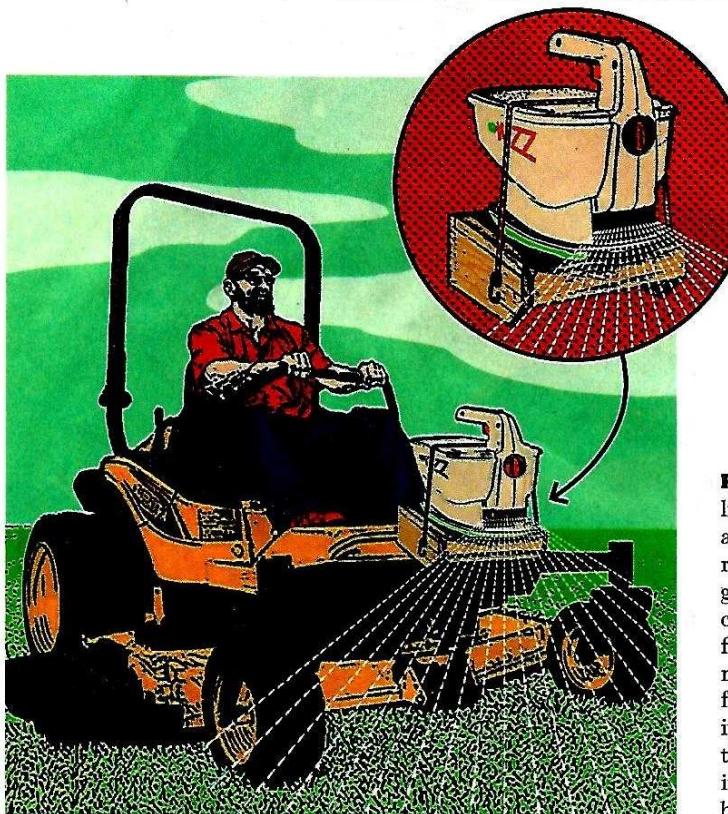
*Read every issue of Aviation Week back to 1916 at:
archive.aviationweek.com*

DECEMBER 2020 – PERRIS CA – Photos by Arline Bartick



SHOP NOTES

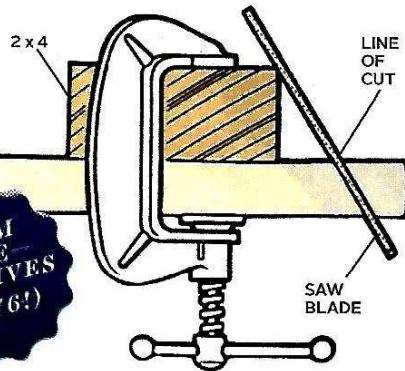
EASY WAYS
TO DO
HARD THINGS



READER NOTE

Make a Better Spreader

Reader and Shop Notes devotee Ray Williams of Simonton, Texas, has a large yard and a bad leg. That makes all the walking required to spread fertilizer untenable. So he got the Scotts Wizz electronic spreader and custom-made a mount out of scrap wood to fix the spreader to the front of his zero-turn mower. With the mount holding the spreader front and center on his mower, Ray can monitor the distribution as he drives. Plus, using the ride-on has another advantage over walking the spreader around his yard: He's able to bring the fertilizer bag with him, for refills.



Bevel with a Handsaw

Cutting a bevel the length of a board with a handsaw is not easy—but without a table saw, you may have no choice. Here's a way to ensure a uniform cut: After penciling in your cut line, clamp a 2x4 to the workpiece, located such that when the saw blade is rested against the 2x4 and aligned with the cut line, it meets the board at the angle of the bevel. Then, hold the saw against the 2x4 as you cut.

MAKE YOUR HAMMER MAGNETIC

You can make a hammer more useful—hard to imagine, we know—by adding a magnet to the handle to assist in picking up the (hopefully) occasional fallen fastener. Get a cylindrical rare-earth magnet with a small diameter (at most hardware or craft stores) and drill a hole in the center of the bottom of the handle to accommodate it. Add a dab of glue to the hole before inserting the magnet. Use a plug cutter for the initial hole and you can enclose the magnet for a clean, invisible install.



CONSIDER THE CHALK BAG

To keep close small tools or a random scattering of hardware, consider following the lead of Northeast New Jersey's International Alliance of Theatrical Stage Employees, Local 632, by employing a rock climber's chalk bag, which is the right size, designed to hang from a belt, cinches shut, and runs only about \$20.

SPREADER: ILLUSTRATION BY MORNING BREATH

SAN DIEGO ORBITEERS
Howard L. Haupt / Editor
3860 Ecochee Avenue
San Diego, California 92117-4266



WHAT'S HAPPENING - JANUARY 2021

Local Events:

SDO will be flying Sunday January 24TH, Perris CA, 8:00 am to Noon.

P-30

Glider (Hand Launch, Catapult, Towline)
Power



2 minute max, Glider 90 seconds

See you at Perris CA - - - - - → January 24TH, 2021.