

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB



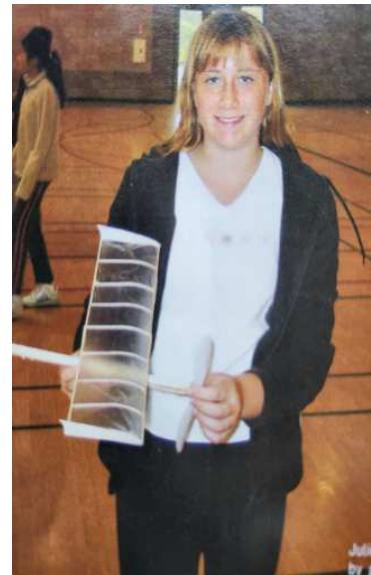
MARCH 2024

Chairman's Corner – Mark Chomyn

As I am writing, the wind is blowing briskly and the sky has a bit of a threatening (rain) look giving credence to the old adage: "March comes in like a lion and leaves like a lamb". Makes me wonder if I should be building a new plane or breaking out the Sopwith Camel kite by Squadron in my stash of un-built kits and going kite flying instead. But then I look in my recently received March edition of Model Aviation and see an article titled "A Case for Larger FF Models" and that only reaffirms that... no a kite is not the answer. I need to get into the garage and get cracking on building the wings for that 54-inch span Comet Taylorcraft that is gathering dust in the garage.

The article has given me new hope that the Taylorcraft when built will successfully fly. The article goes on to say that large models are easier to trim, their slower pace of flight is closer to scale like speed, and their lower wing loadings reduce the potential for damage on landings. Upon reading that, my anxiety about building the Taylorcraft seems to have gone away and I'm thinking there's no better place to be on a cloudy and windy day than at the building board. Wish I had read this article a couple of months ago, I might have been jolted out of my procrastination and had the plane ready for the big two-day Scale Staffel contest coming up on March 30-31. Hope you're working on your entry for the Sky Bunny mass launch. There's still more than enough time left in March to get the Bunny built for the Scale Staffel event.

In the same edition of Model Aviation on page 70, I saw a picture of a young woman holding a beautifully built indoor model for the Science Olympiad "Wright Stuff" competition. I thought to myself, "I've seen that young lady before and that gym she's standing in looks familiar". But no. The article identified the girl as Julie Newman. I don't know a Julie Newman. But as I began to read the article, I read that Julie Newman had worked at the NASA Jet Propulsion Lab. That triggered the somewhat rusty neurons in my memory bank and it became clear. The article was about Julie Newman nee Jester. It was Mike and Dorothy Jester's daughter Julie who I can recall watching as she was test flying her Science Olympiad entry at Grossmont Gym. Wow how time flies! Julie is now a chief engineer at Boeing and the author of "Pull Don't Push" a book that explains how sending the correct message to young girls can get them interested in a STEM program (Science, Technology, Engineering and Math) and lead them to a rewarding career in engineering. Congratulations Julie, STEM couldn't find a better ambassador to help attract young women into the field of professional engineering.



Oh yes. I remember, we also go fly don't we? Our next monthly event will be Sunday, March 24 at Taibi Field in Perris CA. Events will be Old Time/Nostalgia Rubber, Glider (HL, CL, CAT) and Power (Gas, Elec.) Flying starts at 8AM. The event was originally scheduled for March 17 but rescheduled due to a conflict with the SCAT Annual contest in Lost Hills on March 16-17. Also on the horizon is the San Valeers Annual at Lost Hills from April 11-14. Hope to see you in Perris for the Orbiteers March monthly and good luck to all those fliers headed to Lost Hills.

Would like to thank Orbiteers board member Don Bartick for volunteering to tackle an important club task. Don has offered to take over the task of managing the club website. Thanks Don! The website is the public's window into our world of free flight and has been effective in getting inquiries from those interested in getting involved in our hobby/sport and offers the public a monthly look at the El Torbellino. It also removes from our quarterly board meeting agendas the need to keep asking for a website manager/ volunteer only to be met with the sounds of silence. The excuse for my past silence in this regard has been my affliction. Yes. I am technologically challenged. In fact, the extent of my computer expertise doesn't go much beyond my ability to use Microsoft Word and write this monthly diatribe. Once again Don, thanks for taking on this task.

Don't forget, March 17 is St. Patrick's Day. So, here's a hearty Erin Go Bragh to you all! Since we've moved the March monthly to the 24th that now frees up the morning of March 17th to prepare my favorite St. Patrick's Day feast of corned beef and cabbage. Take a crock pot. Cut up carrots, onions, potatoes, and celery. Place one half of the veggies at the bottom of the crock pot. Place your corn beef on top of that and sprinkle on the contents of the spice bag that comes with the corned beef and just a little bit of brown sugar. Then place the other half of the veggies on top of the corn beef. Pour a bottle of Guinness Draft over and around the entire contents. Put the crock pot on low and cook for 6-8 hours. But where's the cabbage you say. Well, don't add it in until 2 hours prior to the end of the cooking time. That keeps the cabbage from getting mushy.

Well fliers that's it for this month. Can't type anymore my mouth's watering too much and the drool is bad for the keyboard.

Mark

"My name is Dave and I have a problem. You wouldn't believe how many of these half-baked (model airplane) plans lurk on my computer It's a problem".

David Mitchell, NFFS Free Flight Digest, Nov.- Dec. 2023 article on the Dime Scale Udet U-8 "Limousine"

SDO Monthly Contest February 18th

COUPE

Mike P

Greg

HLG

Stan

Tim

Chris

CLG

Tim

Chris

Stan

Towline

Tim

Stan

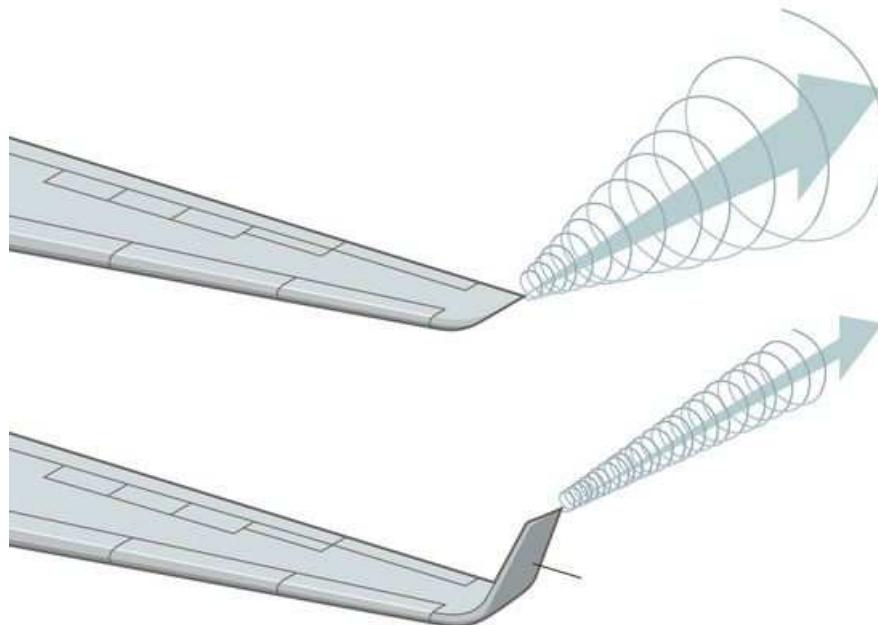
Power- No entrys



Isaacson Trophy

Shared 2024 Winners of the Isaacson Glider Champion trophy is: Stan Buddenbohm and Tim Batiuk. Congratulations to both of you! Contest report is on page 12 of this issue.

A free flight model airplane typically needs some form of dihedral in the wing in order to maintain adequate roll stability. Tip plates on the ends of the wing effectively provide dihedral and can also reduce drag by minimizing wing tip vortices. High pressure air under the wing at the wing tips naturally escapes upwards to the lower pressure air above the wing. This results in swirling vortices that trail the wing tips. In commercial jet aircraft tip plates are called winglets and they are usually blended into the ends of the wing. The addition of winglets serves to reduce the size of these vortices, thereby reducing drag and increasing fuel efficiency.



Reduction of the Wing Tip Vortex Through the Addition of a Winglet

For many years I have built and flown Limited Penny Planes and A-6 models with vertical tip plates. Therefore, I have known for a long time that conventional angular dihedral is not needed in the wing to achieve adequate roll stability in a free flight model. About ten years ago I designed my Flat Iron Embryo with vertical tip plates and it is a good flier. In 2020, when I designed my Three Nite P-30, I wanted this entry level model to be easy to construct but I also wanted it to fly reasonably well. It utilizes a flat wing with vertical tip plates. This simple configuration avoids the beginner having to construct and join separate wing sections at a specific dihedral angle. I also used a simple Neelmeyer airfoil for the wing ribs. This airfoil has a flat bottom which avoids the challenge of covering a wing with under camber. Almost every outdoor model that I have constructed and flown has incorporated washout in the wingtips to resist any tendency of the model to spiral into the ground when upset by turbulence. As it turns out, the vertical tip plates on my Three Nite P-30 provide ample roll stability, reduce drag, and avoid any necessity of building or warping washout into the wing tips.



Sarah Dalecki Launching Her Three Nite P-30

My Three Nite P-30 has proven to be competitive against traditional P-30 models that have angular wing dihedral. It is available as a laser-cut short kit from Volare Products. Sarah Dalecki flew my design at the 2022 AMA Outdoor Nats in the Junior P-30 event. She finished second with a three-flight score of 355 seconds. In conclusion, tip plates are a viable alternative to angular dihedral in the wing of a sport model.



Volare Products Three Nite P-30 Laser-Cut Short Kit



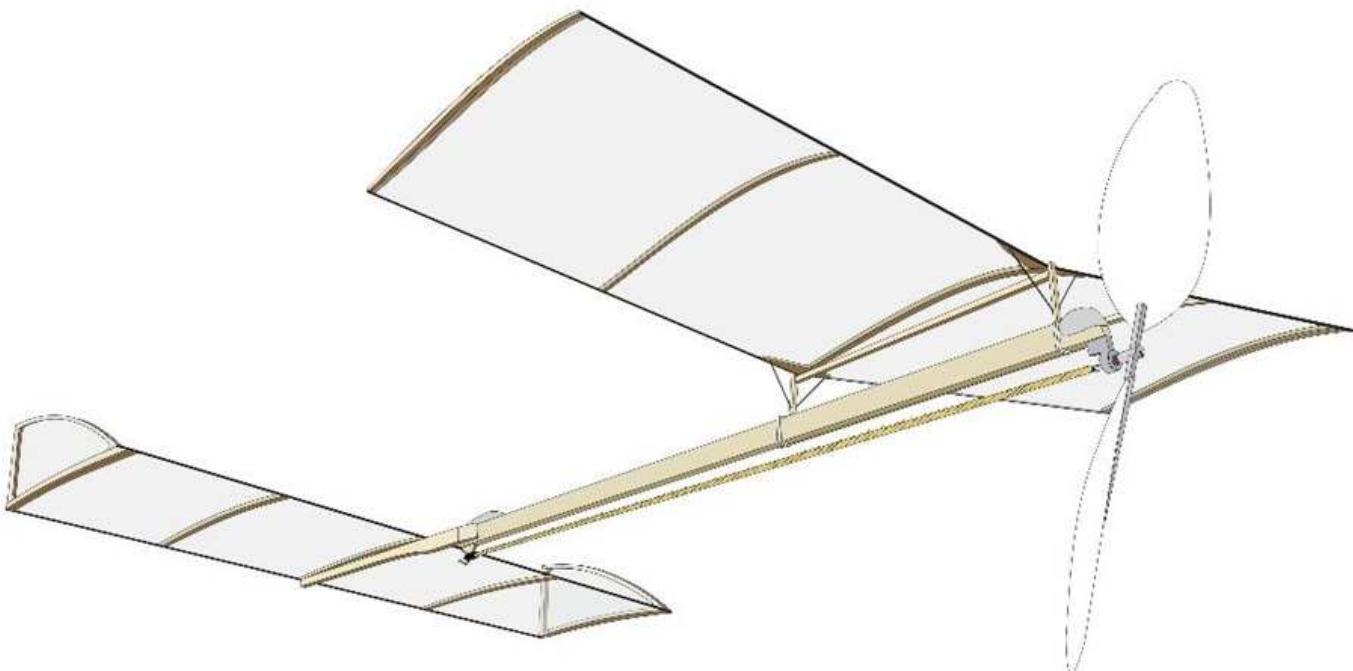
Science Olympiad News –

As reported to Mike Pykleny by Mike Jester:

A team from Oak Valley Middle School won first place in the Flight event. I think you helped coach some of the Oak Valley students. They flew rubber powered stick models that must fit into a box of a certain size. As I recall the minimum weight of the airplane is 8 grams and the maximum weight of the rubber motor is 1.5 grams. A picture of one of these airplanes is attached. The one in the picture is the Division C airplane. Division B allows a model that is slightly longer. 79 middle school teams competed at the Division B tournament last month in San Diego and most of them competed in the Flight event.

The Division C tournament will be held on March 16, 2024 at Mesa College. It has a flyable height of about 45 feet. This is the high school division. Unfortunately, Daniel Guo, who I coached last year and who won the gold medal in the Flight event at the 2023 National tournament, will probably not be able to compete in San Diego this month. I believe that he will be in Romania competing on the US Junior F1D team.

Science Olympiad 2024 Airplane Design –





Outdoor Contest

Date: 3/30 and 3/31/2024

Time: 8 to 11:30 a.m.

Location: Scamps Field in Perris, CA

List of Events

John Hutchison Memorial WW1 Scale Contest

Walt Mooney style judging

Total of three flights

John Hutchison Memorial WW1 Scale Contest

Rules: Planes are judged on appearance and awarded bonus points on a scale of 1 to 10. Bonus points are added to the total flight time.

Planes must be hand launched while wearing FAC baseball cap

Mass Launch

Saturday 8 a.m. Pilot's meeting

8:30 a.m. WWI Mass Launch Photo

8:35 a.m. WWI Mass Launch

9:30 a.m. WWII Mass Launch Photo

9:35 a.m. WWII Mass Launch

Sunday 8 a.m Pilot's meeting

8:30 a.m. Greve/Thompson Mass Launch Photo

8:35 a.m. Greve/Thompson Mass Launch

9:30 a.m. Sky Bunny Mass Launch Photo

9:35 a.m. Sky Bunny Mass Launch

Fly Either Day*

1. FAC Rubber Scale
2. Embryo Endurance (ROG)
3. Golden Aged Combined
4. Old Time Rubber Stick and Fuselag (hand launched)
5. FAC 2Bit +1 and Jimmy Allen combined (ROG)
6. Dime Scale
7. Phantom Flash (ROG)
8. Catapult Launched Glider

*All flights must be made on the same day.

Fees:

\$8 for 1 event

\$3 for each additional event

Maximum \$20

Hotel Accommodations

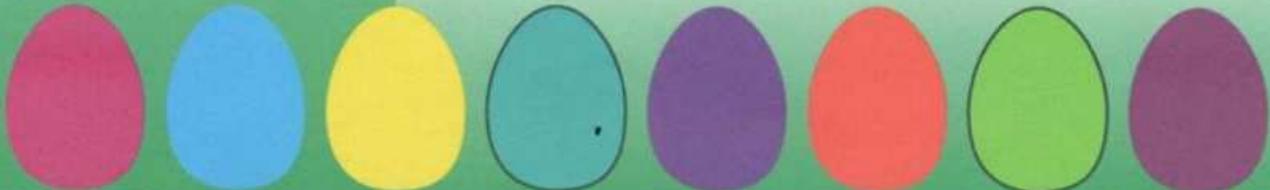
Studio 6 Suites

480 S. Redlands Ave

Perris, CA 92570

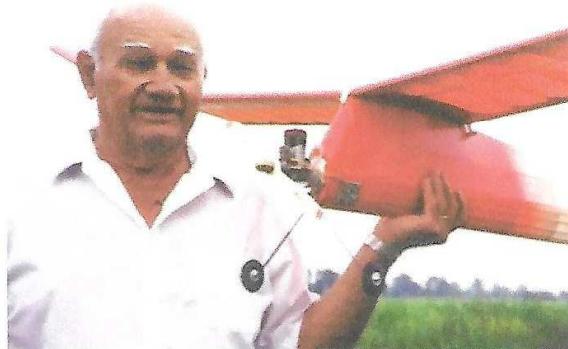
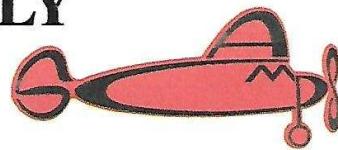
(951) 943-5577

Happy Easter



3rd SAL TAIBI FUN FLY

Taibi Field, Perris, CA
Sunday, May 5, 2024
(Rain date: May 26, 2024)



**Bring your Sal Taibi-designed airplanes for a day
of relaxed flying, remembering, and sharing.**

New Competitive Event for all Taibi-designed airplanes



Contact:

Kevin Sherman - CD 951-893-0616 julykevin@aol.com
Joe Jones 714-968-1982 jjones22@socal.rr.com

SCAMPS
60th

ANNIVERSARY
FUN FLY



JUNE 2, 2024
TAIBI FIELD, PERRIS CA
7AM - NOON

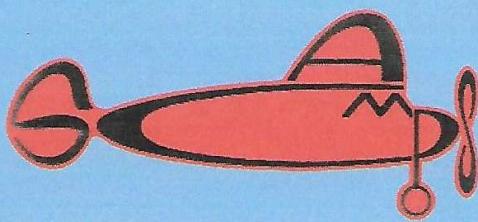
ABC Old Time Gas
Haggard-Bowden 2-min precision*
Twin Pusher
Perris Special
AMA Gas
Small OT Rubber

Large OT Rubber
E36
P30
Cat-Launch Glider
Coupe
P30 Junior**
**special sponsored event

*modified to permit all types of plane

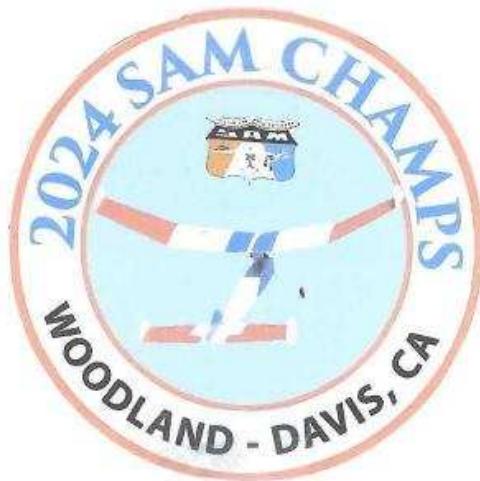
CDS: CLINT BROOKS
SCAMPSEdit@yahoo.com

KEVIN SHERMAN
julykevin@aol.com



Short Registration

SAM Champs 2024 September 19 – 22
Woodland/Davis Field (RC)
and Waegell Field (Free Flight)
Woodland, CA



I am planning to attend this Great Event: NAME _____

AMA Number _____

My Favorite Events: RC _____

FF _____

Planning to stay in area (CMs will find best rates) Yes _____ No _____

Will attend Awards BBQ at Schmidt Ranch Sat. 9/21 Yes _____ No _____

Please return this form by email (or just email if planning to attend), mail or Phone to:

Dave Meriwether

meriwed@comline.com

(949) 350-4075

2141A Ronda Granada

Laguna Woods, CA 92637

Bob Galler

Meccano1947@outlook.com

(502) 250-6530

2300 Animas Ct NE

Rio Rancho, NM 87144

We need to get a feel for the number of contestants and events that should be scheduled.

THE ISAACSON MEMORIAL CONTEST 2024

Most know that this contest takes place at Lost Hills. The field was beautiful, green grass, minimal breeze, clear mountains in the distance, generally pleasant temperatures. You could not ask for more. I drove through 4 hrs of rain and fog, leaving the mountains near Mexico at 1:30 am in order to get through Los Angeles before the likely traffic nightmares. Then the last 2 hrs of the drive were in dry conditions, so grateful I was.

Friday, just lots of fun flying by myself. There were catapult gliders to test, since I switched them to use the opposite hands I normally do. Then I pulled out an APACH-E36, a new model to work with. And finally my best APACH-E36 to make sure it was still in trim. A Chinese gentleman, testing wakefield, came over but we had a severe language barrier. I was shocked that he knew one word to say to me in English, he said APACHE! Ah, the world fame can be a burden.

Saturday, again beautiful weather, was AMA Catapult glider and 5x5 Hand Launch Glider. Chris Reck and I were doing well, matching max for max. Then a fellow named John began maxing. His model turned super tight circles and I asked him how he kept it from spinning in? John said, "If I look away, it does spin in...". Eventually Chris had an uncharacteristic bad launch. John and I were tied at 5 maxes. Then John made his sixth, and I did not. Next up, the 5x5 HLG. Tim made massive launches with perfect transitions. We lesser folks squeeked some maxes out much closer to the ground. Going into the last round Tim and I were still clean with 4 maxes each. Alas, a tie was not to be. You guessed it, Tim maxed again, but only 67 seconds for Stan.

Sunday, alarm going off at 5:30 am. Gotta get going to be ready for the one flight at dawn mass launces for P-30, E36, and Gollywock! Out at the field I found no one in the AMA flying area, so I drove over to the FAI flight line. There was Clint, struggling with the last of a lingering cold, while getting ready for the F1Q flyoff. Clint was one of only two exceptional fliers that had made it that far the day before. Well, no sign of any AMA stuff so back over to the previous day's AMA area to get ready. Eventually the CD showed up, but no other fliers.

Might as well fly the P-30 since I made the trip. CD Glenn Schneider volunteered to time, with nothing else to do. Good launch, two small power stalls, I had forgotten to add the shim, but AIRSHARK continued to climb well and glide superbly. It's time to the ground was 181 seconds! I found it very disappointing, that despite all of this effort, despite paying my entry fee, because I was the only entry they would not give me the award / prize. What the heck?

Next up, E36. Using my APACH-E36, I set up the swivel chair I like to launch from. This design climbs STRAIGHT UP. I sit down with the tail of APACH=E36 resting on my right knee, get the model lined up, and hit the dead man start button. After letting the model settle down from the tremendous thrust of the 7/6 prop, LAUNCH! Jack Murrphy had wandered over to participate, so there was one other model in the air. Apache36 had a blistering, straight up climb, no roll at all, with a perfect transition to glide at the top. We were using a 7 second run. The model touched ground at 231 seconds, almost 4 minutes! As for Gollywock mass launch, I decided to let the CD off the hook since, again, I was the only potential participant.

Next up Tim and I flew Classic Towline Glider. Beautiful flights, green grass, and nice thermals. We both had two of three maxes. Tim edged out the well deserved win.

Now it was time for our main event, AMA HLG. While Tim was talking over something serious with a couple of fellows, outside the glider pen, I happened to sneak in a max. I never get a max ahead of Tim, so now it was a matter of deploying some strategy, especially with Tim out throwing me by at least 20 ft! I decided I would simply throw whenever Tim did, hoping to hit whatever air he was going for, and maybe max when he did. This would leave me a max up each flight. Eventually Tim ran out of time, took a risk, and did not make the max. Stan won with 5 maxes!

Many of you know Ronnie from his work to help kids learn about models at Perris and schools. He kept score for all of the glider events at the Isaacson, never leaving the edge of the Pen. Also, Ronnie made the glider 5x5 events much more fun by taking over the timing of the rounds. Thanks Ronnie!



Mike Pykelny had been over at the dark side, the FAI line, flying coupe. With his considerably improved, and hard won, skills, Mike made it to the flyoffs! He was assigned a timekeeper that he believes may have been German. Mike launched to a great flight, coming down last. Only to find that his timekeeper had been gabbing instead of timing, GIVING MIKE A ZERO. SHAME ON THAT TIMEKEEPER.

A last event, beginning at 2 pm, was 5x5 Catapult Glider. I think there were five participants. Tim, back to his winning ways, took the honors with the last flight.

Due to an unheard of tie, the Norm Furutani Strong Arm Trophy, which combines all four of the HLG and CAT events, was awarded to two laid back, casual, competitors: Tim Batiuk and Stan Buddenbohm.

As reported by contributing editor - Stan Buddenbohm

WHAT'S HAPPENING - March 2024



- | | | |
|---------------|---|---|
| March 24 | - | San Diego Orbiteer Outdoor Monthly
Taibi Flying Field, Perris CA, 7:30 am
<u>Events:</u> OT/NOS Rubber / Glider / Power |
| March 30 – 31 | - | Scale Stafell Outdoor Contest
Taibi Flying Field, Perris CA, 8am to 11:30 am
See enclosed flyer for events and full details |

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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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3860 Ecochee Avenue
San Diego, CA 92117-4622

THE FINE PRINT **THE FINE PRINT**

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Arline Bartick	6, 7



San Diego Orbiteers
Flying Schedule 2024
Taibi Field Perris, Ca

Primary Date	Rain Date	Event	CD
January 21	Jan 28	P-30/Glider/Power	
February 18	Feb 25	Coupe/Glider/Power	
March 24		OT/NOS Rubber/Glider/Power	
April 14	April 28	P-30/Glider/Power	
May 19	May 26	Coupe/Glider/Power	
June 23	June 30	OT/NOS Rubber/Glider/Power	
July 21	July 28	P-30/Glider/Power	
August 18	Aug 25	Coupe/Glider/Power	
September 22	Sept 29	OT/NOS Rubber/Glider/Power	
October 20	Oct 27	P30/Glider/Power	
November	Nov 8,9&10	Dual Club, Lost Hill, Ca.	
November 17	Nov 24	Coupe/Glider/Power	
December 15		Make-up	