

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

OCTOBER 2014



The Prez's Corner – Don Bartick

I'm running a bit late getting this column together. I do have a lame excuse though. Just got home from spending 4 days in Paso Robles doing wine tasting. This is a beautiful venue for those of you who enjoy a glass of wine from time to time. In my case, having had a miserable Free Flight Champs this venue provided a wonderful relief.

Taking about the US Free Flight Champs, the overall attendance continues to falter. Arline and I arrived Thursday afternoon to breezy conditions, but before we could finish setting up the winds picked up considerably along with the dust. We quickly took down our canopy and buttoned down the hatches in time. We shoved off to the motel. We could only hope that this was a passing front. We woke up Friday, the first day of the contest, to find the winds had totally subsided to calm conditions. The weather stayed cool and calm for the balance of the day. The thermals were small and very challenging. The competition roared to life. For me, it was a disaster. Broke 2 planes before the day was half through. Then I started testing my new Pico 1/2A powered Predator. The first 2 short run flights went off well. I made a slight rudder adjustment, added a little more time to the engine run and made a 3rd test flight. Unbeknown to me, I forgot to remove the pin required to set the fuel shut-off. Fired off the engine, released the plane straight up to watch the plane look perfect in the power pattern until the timer tripped the bunt and quick DT with the engine still screaming. An instant later, the sky was filled with parts and pieces as the plane gyrated to the earth. Three planes down and 3 to go. Decided we had enough fun for Friday and headed back to the motel. Woke up Saturday to another

perfect flying day. The competition was fierce except for me. Got out my repaired Casano Small OT stick and started test flying it. The darn thing just wouldn't behave no matter what I did to it. Put it back in the storage box and got out my tried and true P-30. Put up a test flight that looked very good. Changed rubber and went for an official. The plane went up well and made an easy max. Wound again, sensed a thermal and launched. The plane went up a country mile and I said to myself; "Self, this is easy." Jumped on my motorcycle, looked up to find the plane and it wasn't there. Looked at Arline, who was timing me only to see she wasn't looking up, but straight ahead. The plane came down faster then it went up. This wiped out any hope to place in the event. As I said, the thermals were very small. The surrounding downdrafts weren't. This rounded off Saturday leaving me Mulvihill for Sunday. Unfortunately, Sunday was a blow out. The contest was called around 10am. Awards were shortly thereafter and everyone went home. Overall, Ted Firster once again put on an excellent contest. Very well run. It's unfortunate that Mother Nature can be a stinker from time to time at Lost Hills.

There was a Lost Hills Board meeting held with everyone invited. The main topic was finding a new field. The search has been going on for a couple years. As of right now, there hasn't been an acceptable field located for sale.

The Orbiteers Board met September 18th at our house in Ramona. All Board members were in attendance. Look for minutes of the meeting in this issue of the ET.

That's a wrap for now.





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ORBITEERS MEMBERSHIP DUES

Annual Membership - \$15
Lifetime Membership - \$250
Non-Member Newsletter Subscription - \$15
Junior Members 16 years old or younger - Free

Submit Dues to Club Treasurer:

Howard Haupt
3860 Ecochee Avenue
San Diego, CA 92117-4622

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: Bob Beecroft

2014 ORBITEER FLYING SCHEDULE

Nov 16 - Nos. Rubber, Power, & Glider

Nov 22/23 FAC Scale Contest, (Three of Three)*

Dec 14 - Coupe, Power, & Glider

* Non-Club Points Event

Otay Field Weather (619) 661-8297

2014 INDOOR FLYING SCHEDULE

Nov 2 - Phantom Flash, No-Cal*
Indoor Canard Contest

Dec 7 - Penny Plane, Phn. Flsh*, No-Cal*

*Non-ORBITEER Points Event

San Diego Orbiteers Board of Trustees Meeting

Sept. 18, 2014. Home of Don and Arline Bartick

In attendance: Don and Arline Bartick, Mike and Dorothy Jester, John Hutchison and Kathleen McLaughlin, Mike Pykelny, Mark Chomyn, and John Merrill.

After a wonderful chicken dinner, the meeting was called to order at 7:35p.m.

The minutes of the last board meeting were discussed. John Hutchison made the motion to have the minutes approved as published, Mark Chomyn seconded the motion, and the motion passed unanimously.

Treasurer's Report: Mike Jester made the motion to accept the report which was provided via email to the board members by our esteemed treasurer. The motion was seconded by John Hutchison, and the motion passed unanimously.

Membership Report: We have one new life member, and one new regular member. Welcome to both, and thank you!

Old Business: Membership Campaign – there is a brochure in progress, which shall be distributed to local hobby shops, as well as anywhere else deemed practical.

Recommendations for one additional board member – none were made. If there are any volunteers out there, it is a good gig, lots of fun and camaraderie. If interested, please contact any of us on the board, and we will be happy to pass on any info.

New Business: 1. We have learned that Union Bank has offered us a checking account that is free of fees, and can have 2 signature authorizations. A motion was made by Mike Pykelny to move our current Orbiteers account over to Union Bank. Mike Jester seconded the motion. The motion passed unanimously. Mark Chomyn made a motion to have Howard Haupt have a signature authority on the new San Diego Orbiteers Union Bank account. Mike Pykelny seconded the motion. The motion passed unanimously. Mike Jester made a motion that our esteemed President Don Bartick have the second signature authority on the new Union

Bank account. John Hutchison seconded the motion, and it passed unanimously.

2. Website hosting, registration fees, and webmaster duties were brought up. After much discussion of our current website, it was decided that we set up a sub-committee consisting of 4 volunteers. The committee will determine what the content should be vs. what we have currently. It was agreed that Bob Beecroft has done a wonderful job on our current website, but some revisions and updating may need to occur. More shall be reported on at the December board meeting.

3. Don Bartick brought up the July 4th peanut and 2x Mooney peanut contest, and the fact he wasn't happy with the method of scoring. John Hutchison reported that he and William Scott have come up with a new system, which has been used elsewhere with great success. You'll have to come to the next 4th of July contest to see it in action.

4. John Hutchison reminded us that the next outdoor Scale Staffel contest will be in Perris, Ca on November 8th and 9th. The difference in this next contest is that we are dropping Phantom Flash, and adding no-cal. Further, for next year's contests, there will be the addition of a one-design plane. The plane chosen was the 25" wing span Piper Cub from the Comet kit line. No longer available commercially, he has ordered several to be laser cut from plans. The plane is actually a Piper J-4 Cruiser, but the box still calls it a Cub.

Contest Reports: none.

Open Discussion: Mike Jester showed us an orange prop from Volare Products, which has an unusual tip-shape. He plans to test it out soon, and will let us know how it works. He also showed us a Thunder Tiger .20 engine, still in the box.

Good of the Order: Kathleen told us she has a play scheduled, which she has written, called "Box of Worries". It will be performed at the North Park Vaudeville and Candy Shop Theater on October 17-19. Also, she has now won several photography awards all over the United States. She currently has works displayed in exhibits in several states. She is truly multi-talented!

John Merrill announced news about his sister Jeanne. She has been the music director for Mira Mesa High School for just over 20 years now. She has recently been nominated by the International Rose Parade Committee to be the only high school band to represent the entire southwest U.S. at the 2016 Rose Parade. Needless to say, we (her family and friends) are extremely excited for her, as this is a huge honor. With that, there was a call for adjournment at 9:10p.m.

Respectfully submitted by John R. Merrill,
Secretary

SEPT. 2014 MONTHLY - M.Chomyn

COUPE

1. Greg Hutchison	310
2. Mark Chomyn	300
3. Mike Jester	290
4. Mike Pykelny	249
5. John Alling	191
6. Don Bartick	61

Power

1. Mike Pykelny	285
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GLIDER

1. Mike Jester	147
2. Greg Hutchison	119
3. Mark Chomyn	105
4. John Merrill	37

SEPT OUTDOOR PICTURES (Photos by Arline Bartick)



Orbiteers
SAN DIEGO



A NOTE FROM LINDA PIAZZA

Attendance has been good for our monthly contests at Otay Mesa. With the weather cooling off, we hope to see an even larger turnout.

At the end of each contest, flyers and guests have enjoyed our Grilled hot dogs and trimmings. Thanks to your generosity to our "TIP BUCKET", we are paying our way.

Thanks again to all of you.

- Linda

A NOTE FROM OUR WEBMASTER – B.Beecroft

The clubs on-line photo album has unlimited storage now. If folks would send memorable photos with a note about each, I'll be happy to add them to the album plus links as needed on the site. Jpg preferred but I can scan prints and return them too.

OCT. 2014 MONTHLY - M.Chomyn

P30

- | | |
|-------------------|------|
| 1. Greg Hutchison | 338 |
| 2. Mike Jester | 337 |
| 3. John Alling | 303* |
| 3. John Hutchison | 303* |
| 4. John Merrill | 293 |
| 5. Mike Pykelny | 241 |
| 6. Mark Chomyn | 227 |
| 7. Franks Allen | 111 |

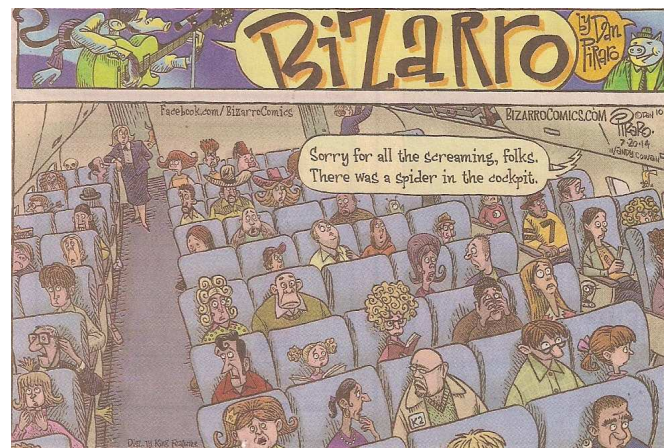
[* Tie - No Fly Off]

Power

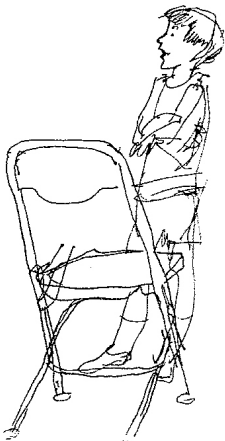
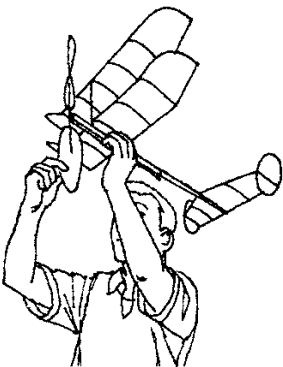
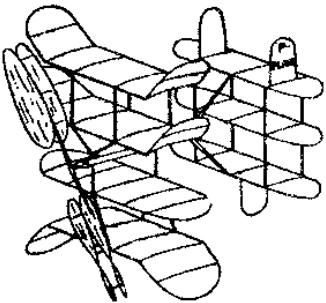
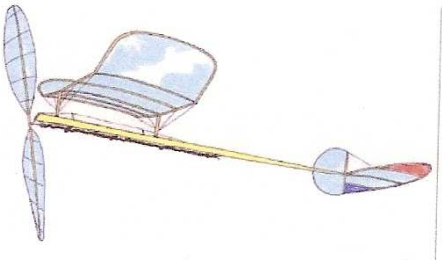
- | | |
|-----------------|-----|
| 1. Mike Pykelny | 236 |
|-----------------|-----|

GLIDER

- | | |
|-------------------|-----|
| 1. Greg Hutchison | 120 |
| 2. Mike Jester | 102 |
| 3. Mark Chomyn | 98 |
| 4. John Merrill | 7 |



OCTOBER INDOOR FLYING



October 5, 2014

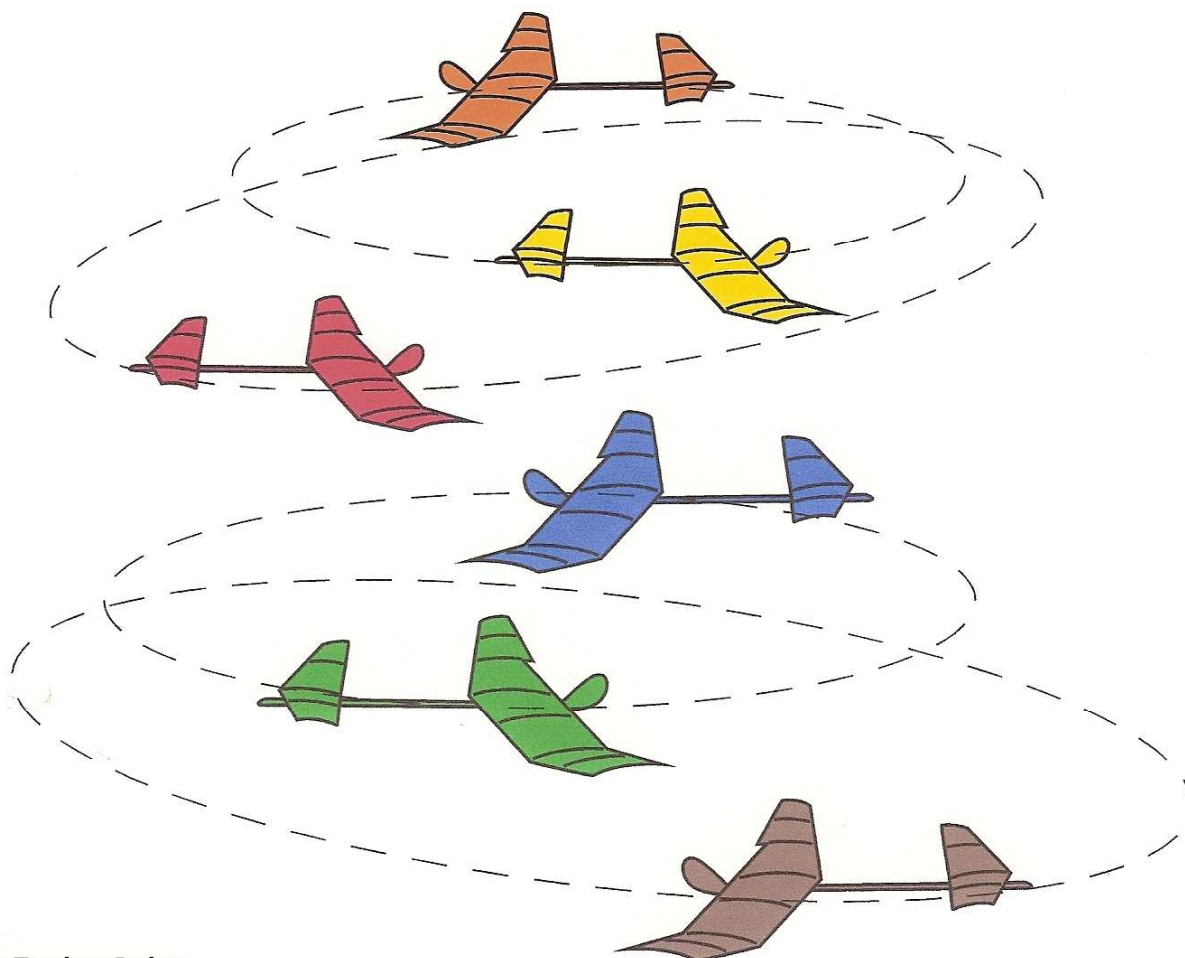
Phantom Flash (3 entries)		Airplane		FLIGHT TIMES						SCALE FLT		BONUS		SCALE		TOTAL		PLACE	
CONTESTANT'S FULL NAME				1	2	3	4	5	6	FACTORED	POINTS	POINTS	POINTS	POINTS					
Don Bartick				46	48	51	47	47	41							146	1		
Richard Wood				71	6	2	4	3	6							83	2		
Mark Chomyn				10	12	8	11	17	21							50	3		

October 5, 2014

Event: A-6 (5 entries)		Airplane		FLIGHT TIMES						SCALE FLT		BONUS		SCALE		TOTAL		PLACE	
CONTESTANT'S FULL NAME				1	2	3	4	5	6	FACTORED	POINTS	POINTS	POINTS	POINTS					
John Hutchison				160	178	188	217	230								447	1		
Mike Jester				166	189	173	184	-								373	2		
Richard Wood				148	189	126	183	-								372	3		
Don Bardick				137	124	147	71	153								300	4		
Mark Chomyn				88	102	75	77	44								190	5		

INDOOR CANARD CONTEST

November 2, 2014, Grossmont Gym



The Zephyr Rules:

All Classes: Wood must be 1/16" square or greater.

Class 1: A wooden propeller using the building instructions included in the article: 1/32" thick propeller, maximum diameter 8 1/2" flat or twisted. 1/8" square balsa hub, 1 1/4" long, sanded round

Class 2: A plastic single piece molded propeller, maximum diameter 8"

Class 1 and 2 Competition:

Best three flights out of six.

Mass Launch Competition:

All competing planes welcome in the mass launch. One flight.

There will be an official contest timer and an assistant timer (in case the official timer would like to be in the contest). Flying will be conducted in rounds with trim flight possible between rounds.

Contest Director

William Scott

wscott127@mac.com

phone (619) 701-2457

**FLYING
ACES**
SQUADRON 41



SAN DIEGO

Scale Staffel

November 2014: Outdoor Flying Contest

Saturday and Sunday, November 22 and 23, 2014,
7:30 a.m. to 12:00 p.m., Scamps Flying Field, Perris CA

Prizes

Awards for first to third place

Fees

\$8 for contest including entry for one event, \$3 for each additional event, \$20 maximum to cover contest entry and 5 to 11 events

Contest Directors

George Mansfield

gmansfield75@gmail.com

phone (858) 453-3857

William Scott

wscott127@yahoo.com

phone (619) 469-9681

Awards Presentation

Immediately following the contest's final run on Sunday

Pilot's Meeting: 8 a.m. on both days

Lunch is at the flier option for both days

FAC Single Model Events

Fly any event on either day, but all flights for a given event must be flown on the same day

1. FAC Rubber Scale
2. FAC Power Scale (90 second max)
3. FAC Embryo Endurance (ROG)
4. FAC Jimmie Allen (ROG)
5. FAC 2-Bit (+1) Rubber, 1/2 Wakefield (ROG)
6. FAC No-Cal (no max)
7. FAC Golden Age Civil Scale
8. FAC Jumbo Scale



Mass Launch Events

Saturday

9. FAC World War 1 Combat:
Wind at 8:20 a.m., Launch at 8:30 a.m.
10. FAC World War II Combat:
Wind at 9:20 a.m., Launch at 9:30 a.m.

Sunday

11. Double Trouble (Twins)
Wind at 8:20 a.m., Launch at 8:30 a.m.
12. FAC Greve/Thompson Race:
Wind at 9:20 a.m., Launch at 9:30 a.m.

*Earn points towards your GRAND CHAMPIONSHIP. This contest's scores coupled with those of the later Scale Staffel contest held in 2014 will determine our annual Grand Champion. The trophy will be presented after the last event of 2014 to the flier who garners the most 1st to 3rd place points in all of the 2014 Scale Staffel contests.



By Michael Mecham

Northern California
Bureau Chief Michael Mecham
blogs at: AviationWeek.com
mecham@aviationweek.com

COMMENTARY

Return to Sender

A lofty goal for aircraft recycling may first be met with carbon fiber

Just as the aluminum industry profits by turning one soda can into another, aircraft manufacturers are waiting for the day when composite scrap from their assembly lines, or parts reclaimed at an aircraft's end-of-life, can be made flyable again.

Composites have played a weight-saving role on such varied aircraft as the Boeing 777 and F/A-18, but they did not become a major structural material until the 787. They play a supporting role on the Airbus A380 and will be a star on the A350. But they are not yet center stage at recycling centers. Still, the industry is making plans.

Boeing was still designing the 787 when manufacturers began making a major commitment to recycling. Boeing led creation of the Aircraft Fleet Recycling Association in 2005, which now has 60 members in 16 nations. The European Commission backed Airbus's creation of a counterpart called Pamela (Process for the Advanced Management of End-of-Life Aircraft). Both are emphasizing reclamation of traditional materials—aluminum, steel, copper—because they are most prevalent. The industry can now recycle 70% of an aircraft; its goal is to reach 90% by 2016.

Composites are used outside aerospace but not in a big way. A steady supply base of scrap has not materialized. "The problem is getting the recycled product to manufacturers," says Bill Carberry, Boeing's project leader for sustainable materials.

Boeing has seen kayak paddles made from carbon fiber reclaimed from its 787 assembly lines in Washington. It sent a scrapped composite stabilator from an F-18 to Materials Innovation Technologies (MIT) of Fletcher, N.C., which turned it into a wheelhouse support for a Corvette. But government backing has been the backbone of such efforts. The Corvette part was funded by a \$100,000 proof-of-concept Small Business Innovation Research grant from the Department of Energy.

Still, Boeing has been impressed



BOEING/BOB FERGUSON

enough by MIT's 3-DEP (3-Dimensional Engineered Preform) process for creating new parts from scrap fiber (see picture) to select the company as its recycler. Such moves help Boeing send less waste to landfills and reduce its energy footprint. It estimates that parts made from recycled composites require as little as 70% of the energy of parts made from virgin material.

Internally, Boeing has established two composite recycling demonstration projects at its Fredrickson Fabrication Div. in Puyallup, Wash., which is ISO14001-rated for continuously reducing its environmental impact. Boeing's 787 assembly line in North Charleston, S.C., which feeds MIT's recycling, has a "zero waste fill" rating for sending nothing to landfills.

With Boeing's commitment, MIT opened Reengineered Carbon Fiber in Lake City, S.C., in April 2010. The 50,000-sq.-ft. factory is about 90 mi. south of North Charleston and can reprocess 3-5 million lb. of carbon fiber annually. It will pull scrap from across the country, founder Jim Stike says.

Carbon fiber's long strands must be separated from a bonding epoxy. Various methods are being researched to do this, including using microwaves and supercritical fluids. Most discard the bonding resins. Airbus is experimenting with solvolysis, which uses water in a supercritical state of high temperatures—400-500C (750-930F)—and high pressures—3,625 psi—to separate the fibers from resins. It reports getting near-virgin quality fibers and says the resins can be drawn off for re-use or burned as fuel.

But MIT and most recyclers favor a third method—pyrolysis—which was pioneered in the U.K. by Recycled Carbon Fiber Ltd. in West Midlands. Pyrolysis also is used in Omuta City, Japan, by a coalition led by Toray, which supplies Boeing's 787 carbon fiber.

When new, carbon fiber is woven into long strands. But they knot up when they are recycled, so the fiber, whether from virgin or recycled scrap, is typically cut into 1-in. squares. That weakens them. In 2007 Boeing began funding research led by Stephen Pickering at the University of Nottingham in the U.K. which has succeeded (in the laboratory) in aligning chopped up fibers to make them stronger. At the commercial level, recycled composite parts are not strong enough for flight-critical parts. But they can be made into flight-quality parts, such as brackets or panels, Carberry says.

Aerospace wants a closed loop; recycled composites turned into new parts. But it will take volume from other businesses to create an industry and, so far, that volume is not there, Strike says. Boeing is doing research with one potential source. The BMW Group is producing carbon-fiber parts for cars at a plant in Moses Lake, Wash.

Carberry says Boeing is close to its first application. "We are very seriously working on putting recycled carbon fiber into a newly built airplane." Perhaps a carbon-fiber soda can is coming. ☺

SAN DIEGO ORBITEERS
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WHAT'S HAPPENING -

OCTOBER / NOVEMBER 2014

- Nov 2 - **Indoor Flying**, Grossmont College (Upper Gym), 7:30 am to 11:30 am.
Feature Event: **Canard One-Design (Wrisley Zephyr)**
Other Event: **A-6**
- Nov 16 - **Orbiteer Outdoor Monthly**, Otay Mesa, 8:00 am,
Feature Event: **Nostalgia Rubber** Other Events: **Power & Glider**
- Nov 22/23 Scale Staffel FAC Scale Contest, Perris Flying Field, 7:30 am.
(See enclosed **UPDATED** flyer for details)