

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB
JANUARY 2025



Chairman's Corner – Mark Chomyn

Welcome all to 2025! To use an old cliché, “Boy did that go by fast”. Yes, time flies when you’re having fun. Especially when you have a great hobby that keeps you occupied at the building board. Hope you all had a happy holiday season, and that Santa snuck in some modeling goodies under the tree.

The New Year also brings with it the age-old tradition of making New Year’s resolutions. Such as: the promise to lose weight, exercise, jog, eat healthier etc. We make these promises with a good intent to follow through but often find ourselves less than committed as the year moves on. Though I’m not a big fan of committing to New Year resolutions, I did come up with two that I found easy and rewarding to accomplish. First, I committed to cleaning my building area and removed all the unneeded trash that had accumulated on it for over a year. And second, to get a start on building the wings of the 54-inch wingspan Comet Taylorcraft that has been sitting idle for about a year. Yes, that’s the same airplane I said I would complete by the end of 2024. So, the picture attached confirms my follow through on that resolution. What I discovered is that if you adopt a resolution that will yield immediate results on something you really like to do, the chances are better that you will follow through on the commitment to that resolution. And given the progress on the left half of the wing, I think it is entirely possible I will complete the Taylorcraft build before the end of year 2025. But that’s not a resolution, it’s a reasonable estimate.



Some unfortunate news to send along. Got an email from Lance Powers of the SCAMPS. Lance’s wife was ill over the holidays and hospitalized with a virus, which upon her returning home, was unfortunately transmitted to Lance and both are now in recovery. We wish them a speedy recovery. In his email Lance mentioned that Bernie Crowe had been hospitalized for 10 days at Scripps Encinitas Hospital and following that had been moved to Devonshire Care Center in Hemet. It is anticipated that Bernie will be at Devonshire for 3 to 5 weeks and we hope at the end of that period his recovery will find him back at home with family. All this and other issues have sent some ripples through the SCAMPS organization. As such it appears they will no longer be an AMA chartered club but will continue to socialize on a regular basis for (fun) flying at Perris. It is our hope that some members of the SCAMPS would also consider attending the Orbiteers monthly events. We’d love to have you join us Orbiteers in sharing the joy of free flight.

With regard to the club’s monthly contest schedule, the January monthly has been cancelled due to conflicts with other free flight event dates (SW Regionals) and field conflicts at Perris. But we’ll get back on track in February. And hopefully the San Jacinto Road work improvements will be finished we’ll be back on our usual access road. However, there’s still an opportunity to fly at the

Southwest Regionals on January 18 -20 in Eloy Arizona. Safe travels and thermals to all who make that trip.

Don't forget to save the date for the Orbiteers annual awards banquet on Saturday, January 25 from 1PM to 4 PM at Filippi's Pizza Grotto, 5353 Kearney Villa Road, San Diego CA. It's an all you can eat pizza party including salad, garlic bread, dessert and soft drinks including tax and tip for \$10 DOLLARS PER PERSON!! What a deal! I don't know how our banquet coordinator Linda Piazza gets this done for this price. We'll hand out awards to the various year-end event winners and then move on into our world-renowned raffle event. We encourage all attendees to bring any new or gently used free flight modeling kits or items you may have and would like to donate to the raffle. It's going to be a great gathering. Hope to see you there.

So, if you ever get bored try this. I was on the internet, and I don't know how or why it popped up, but it did. An article on John Collins otherwise known as "The Paper Airplane Guy". He has accomplished flights over 200 feet with paper planes folded from standard 8-1/2 inch by 11-inch paper sheets. In a YouTube video he demonstrates several of the folding techniques he uses and is also seen flying his creations. One of his interesting creations is a boomerang plane which when thrown accurately returns to his hand. Give his site a try. It's entertaining.

In closing there's a line from an old song that goes "you need to pick yourself up, dust yourself off and start all over again". So going into 2025 it's my hope for all that once you've picked yourself up, dusted the old year away and begin to start all over again in 2025 that you and yours have a wonderful healthy, happy and fulfilling New Year.

Mark

*"When in doubt, hold on to your altitude no one has ever collided with the sky".
From "Rules of the Air", McGill Physics site.*



Korda C Old Time Rubber Model - New Fuselage

By Mike Jester

Sometimes you want to extend the life of one of your best flying models. My original Korda "Class C Outdoor Tractor" has flown very well for years. It is a medium-sized Old Timer Rubber model originally designed by Richard ("Dick") Korda. The plan for this model was first published by Frank Zaic in his 1937 yearbook. It is an odd-looking model with a large box fuselage, a high aspect ratio wing, a very tall fin, and a huge free-wheeling prop. I built this model because Stan Buddenbohm said it would out-perform a Gollywock, even though the Korda C has a fixed prop and the Gollywock usually has a folding prop when not flown in FAC contests. In my experience, Stan was correct. Paste this link into your browser if you want to see a short video of the rocket climb of my Korda C at Taibi Field in Perris, California:

<https://www.youtube.com/watch?v=A6cbyS8kJhc>

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Mike Jester Launching His Korda C at Perris, CA - Picture by Arline Bartick

I have won many OTR events flying my Korda C. However, the fuselage was pretty beaten up after five years of flying. Once my Korda C flew into the raised trunk lid of John Swain's car which was parked along the row of cars next to the flight line at Perris, California. Serious damage was done to the front end of the fuselage. In addition, the carved balsa wood prop broke in half. I later made the necessary repairs back in my garage and this model continued to fly very well. The rubber motor I use with my Korda C is 14 x 1/8-inch - 40 grams. It drives a 17-inch diameter free-wheeling carved balsa wood prop. I typically launch this model at between 25 and 30 inch-ounces of torque, although experts will launch a Korda C at 40 inch-ounces of torque. Therefore, a Korda C needs a very strong front end.

I decided to build a new fuselage for my Korda C as the wing and tail feathers are still in very good condition. I used 1/8-inch square balsa wood longerons and uprights instead of 3/32-inch sticks as shown on the plan. The longerons this time are 9-10# balsa, and maybe a little heavier. The cross-pieces are 6# balsa wood. Use of larger cross-section longerons and uprights will add a lot of strength without a lot of weight gain. I did not have a ready supply of 3/32-inch sticks and was too lazy to strip them from sheet wood.

Based on Stan Buddenbohm's advice I made a 3/32-inch (.093-inch) Birch plywood face plate to glue over the front end of the fuselage. I drilled a 1-inch diameter round hole in the face plate with a Forstner bit to receive a cylindrical plug on the nose block. I made sure that this hole is large enough to allow the insertion of my largest blast tube that I have used with my Korda C for many years. I also drilled a 1/4-inch hole in each corner of the face plate with a smaller Fortner bit to reduce weight and then glued the face plate to the front end of the fuselage. It will add a great deal of durability to the front end of the new fuselage.

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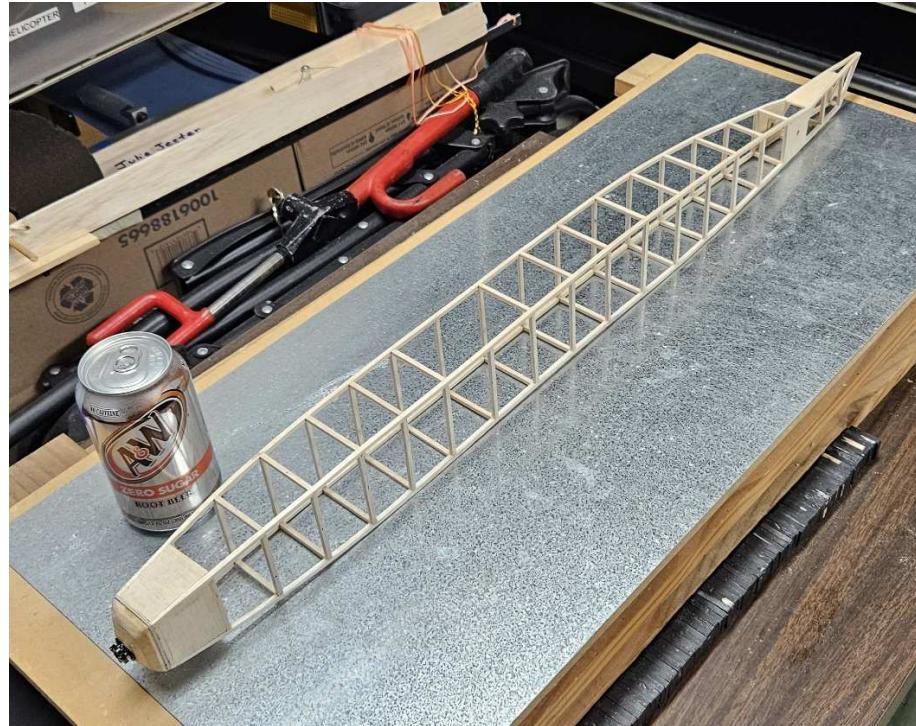


Plywood Face Plate



Nose Block with Gizmo Geezer Note Button

I made a cylindrical laminated balsa wood plug for the rear side of the nose block with a 1/8-inch square Bass wood key to maintain proper orientation. The rear side of the nose block is faced with 1/64-inch Birch plywood to ensure against deformation and unwanted minute changes in the thrust line. Following a technique I learned from John Hutchison, I smeared CA over the front of the nose block to add strength and to seal the balsa wood. The nose block has an adjustable Gizmo Geezer nose button sleeved for a 1/16-inch prop shaft. This will allow easy and precise thrust line adjustments. My original prop and nose block assembly for my Korda C has a square plug. Making a one-piece plywood face plate for that configuration would have required careful use of an electric scroll saw which I do not have in my inventory of tools. I will make a new 17-inch prop with laminated sheet balsa wood blades. I do not want to cannibalize the carved prop from my original prop and nose block assembly since I will save the original fuselage as a back-up. I plan to install a servo and mousetrap on the new fuselage as components of a radio de-thermalizer (RDT). My Korda C can really get high and I want the ability to terminate a flight once a max has been obtained or if the model begins to get into trouble.



Replacement Korda C Fuselage Before Covering

Results of the 2024 Dual-clubs Free Flight Bonanza

A National Cup Event

November 08-10, 2024 LOST HILLS, CA

*Don Bartick, San Diego Orbiteers, Contest Director
Doss Porter., Fresno GMC Contest Official*



The Dual-Club Free Flight Bonanza is the joint annuals for the San Diego Orbiteers and Fresno Gas Model Clubs. This was the 65th and 84th annuals respectively for the clubs. Having dual club participation in waning attendance significantly reduces the overhead cost to put on a successful event. It has worked well over the past 21 years. This is the 4th year sharing the field with the Patterson FAI contest. It worked well last year and it again worked well this year. Even better.

Arline and I arrived on the Lost Hills field Thursday. I had Guy Menanno, who arrived Wednesday set up the location on the field. The location was where the USA Team Selection had their contest in October. Several acres at this location were mowed by Hollaway Gypson as a courtesy. A great company to have as your neighbor. We worked out the location for our contests and proceeded to set up. The weather forecast for the weekend was cool and calm wind. Turned out to be another great 3 days of FF contest weather. High 60's, calm to 3mph wind. A few 5mph gusts and light thermals. Very competitive conditions.

This was our 2nd year of having a 3-day event. We created a schedule that allowed the majority of the events to be flown any day, but if you were clean (only maxes) you could carry over to the next day(s). There were a few scheduled events; such as, Mass launches and Vintage FAI and Vintage Wakefield. The scheduled Friday noontime 1-hour break for lunch and the now famous Ice Cream Social during the break was rescheduled to Saturday to allow more folks to attend. This event continues to be a favorite. Leftover ice cream and condiments are given to the local Lost Hills Fire Department. The tradition also lived on for the very well attended Saturday night Food Fest. Both special events are open to the Patterson contest group courtesy of the Dual-clubs.

Overall participation was 34 Senior/Open. No Juniors this year. This group flew 112 events. Although the Patterson Contest had several youngsters being mentored by Sevak Malkhasyan that competed with the Open flyers. Not only competed, but placed. We had contestants outside of California that came from Oregon, Utah, Nevada and Arizona. Always good to see some new faces. This is encouraging. The hobby still has life. Unfortunately, the core group that make it to contests is around 40 or less. I provided a little history at the awards, regarding contests in the past. At the 1991 US Free Flight Champs held at Lost Hills, there were 675 entries. P30 had the most at 53. 59 with Junior entries.

Special thanks to Orbiteers Arline Bartick and Linda Piazz; Fresno GMC Doss Porter, Gail Porter and Nancy Day who spent a great deal of time at the CD table registering folks, recording times and helping with the Ice Cream Social and Food Fest. This gave me an opportunity to participate in the competition. Last but not least, thank you Fresno GMC David Martin for manning the grill and SCAMP Dan Heinrich who provided tables for the Food Fest. I can't express more gratitude for their help. Arline also handles the camera duty. She has honed her action shots to perfection. Furthermore, she culls out individual shots of flyers and shares the pictures with them via email.

Highlight of the contest: The most contested events this year was C/D AMA Gas Combined and Vintage FAI Power. Both with 8. The Gold in C/D AMA Gas went to Guy Menanno with a total of 1800 seconds. The Gold in Vintage FAI Power also went to Guy Menanno with a total of 1500 seconds, but Bruce Hannah was right on his heals with 1489 seconds.

Until next year; *Don Bartick, CD - Ramona, CA: dbartick@4-warddesign.com*

For the record

Place	Name	Seconds	P-30 (6)			Classic Towline (1)		
1	Glen Grell	110	1	Glen Grail	360	1	Tim Batiuk	540
2	Don Bartick	96	2	Mike Mayea	357			
3	Ates Gurcan	82	3	Ates Gurcan	350			
½ A Gas (5)			A Gas (5)			B Gas (3)		
1	Rocco Ferrario	540	1	Guy Menanno	1080	1	Jerry Hull	540
2	Mike Mayea	493	2	Robert Donnelly	964	2	Terry Thorkildsen	502
3	Robert Edmondson	530	2	Terry Kerger	712	3	Justin Martin	484
C/D Gas (8)			Catapult Glider (5)			Hand Launch Glider (2)		
1	Guy Menanno	1800	1	Tim Batiuk	627	1	Tim Batiuk	712
2	Jerry Hull	1080	2	Chris Reck	265	2	Chris Reck	120
3	Ed Decker	795	3	Bill Blanchard	261			
E-20 (1)			Vintage FAI Power (8)			Vintage FAI Wakefield (4)		
1	Ates Gurcan	425	1	Guy Menanno	1500	1	Ates Gurcan	897
2			2	Bruce Hannah	1489	2	Bruce Hannah	890
3			3	Ed Decker	1260	3	Bill Swift	858
E-36(3)			Night Gas Combined (3)			Mulvihill (1)		
1	Robert Donnelly	712	1	Justin Martin	855	1	Glen Grell	447
2	Janna VanNest	354	2	Guy Menanno	853			
3	Don Bartick	267	3	Randy Seacor	590			
A/B Electric (3)			½ A Golden Age (4)			½ A Nostalgia (6)		
1	Robert Donnelly	835	1	Randy Secor	715	1	Bob Stalick	537
2	Don Bartick	531	2	Rocco Ferrario	487	2	Rocco Ferrario	465
3	Phillip Ronney	317	3	Bob Stalick	417	3	Bruce Hannah	450
A Nostalgia (6)			B Nostalgia (7)			C Nostalgia (4)		
1	Randy Secor	1620	1	Bruce Hannah	1800	1	Justin Martin	1800
2	Bruce Hannah	1060	1	Robert Donnelly	1620	2	Guy Menanno	1789
3	Justin Martin	688	3	Randy Secor	1260	3	Glen Schneider	874
Early ½A Nostalgia (1)			½ A Classic Power (3)			.020 Replica (2)		
1	Bob Stalick	404	1	Rocco Ferrario	685	1	Rocco Ferrario	525
			2	Bob Stalick	439	2	David Martin	354
			3	Don Bartick	92			
A/B/C Pylon/Fuselage Comb. (1)			Gollywock Mass Launch (2)			Sm OT Rubber Stk/Cabin Comb. (1)		
1	Daniel Heinrich	506	1	Glenn Grell	139	1	Mike Mayea	482
			2	Mike Mayea	113			
Lg OT Rubber Stk/Cabin Comb. (2)			Nos Rubber/Wakefield (3)			1/2A Texaco (2)		
1	Glenn Grell	521	1	Ates Gurcan	492	1	Rob Cobb	13:01
2	Bill Swift	428	2	Glenn Grell	408	2	James Kruse	11:20
			3	Bill Swift	120			
Full Size Texaco (1)			1 Minute Target Time (4)					
1	Brad LeVine	6:20	1	David Martin	448			
			2	Ates Gurcan	484			
			3	Brad LeVine	624			

I have had issues with the trimming of my HE 112B ever since it was built back in 2018. When flown into the wind it will pitch nose up, and when flown with the wind it will pitch nose down. This results in flight times of 7 to 11 seconds as the model pitches up into the wind, stalls, turns 180 and heads straight to the ground.

During the 2024 FAC West in Buckeye, Az., I spoke with Mike Kelly about this and he recommended I review the tail volume coefficient per the McComb formula. I found three papers on this in the PFFT archives at the FAC website (reference <https://flyingacesclub.com/wp/the-fac-library/the-pfft-archives/>), namely TailVolumeCalculation.pdf (from *July/August Issue of Scale Staffel, William Scott, Editor*), StabSizeConsideration.pdf and Stab&FinSizeVs.Stability.pdf (both from *Feb 2005 issue of the Flying Aces News*.)

Stealing the formula from the July/August Issue of Scale Staffel (original credit to McCombs) we have:

Tail Volume = $T_{vo} = (\text{Tail Area}/\text{Wing Area}) \times (\text{Tail Arm}/\text{Wing Avg. Chord})$
where:

Tail Area = area of the horizontal stabilizer

Wing Area = area of the wing

[both areas include that encased by or covered by the fuselage]

Tail Arm = distance from LE of wing to LE of stab

[for untapered surfaces; for tapered, use LEs at average chord]

Wing Avg. Chord = area/wing span

The guidance provided is that for stable free flight models the value of T_{vo} is to be between 1.0 and 1.8. In the case of the HE 112B the original T_{vo} value was about 0.20. I increased the area of the tail to provide a new T_{vo} value of about 0.28, a 40% increase. This is still well below the minimum 1.0 value recommended, however, the change in performance of the model was noticeable. In no wind trimming the model now tends to glide much further than it did previously. Trimming in the wind at low power the model did not tend to nose down when heading with the wind. When heading into the wind the model was hit with a strong gust and rose up about two feet, yet remained horizontal, did not stall, and continued to fly straight into the wind. I considered this to be big step forward in getting this model trimmed to fly.

My trimming area is small; therefore, I am very limited as to the power and turns I can put into a motor. I am now looking forward to the next gathering in Perris (hopefully with Scale Staffel at the beginning of February?) so that I can fully exercise the model.

I would like to learn more about what William F. McCombs had to say about the stability of flying models. I found a Don DeLoach article on the modelaviation.com site which suggested writing to a Susan Creamer for a copy of the book, however, I wrote her in November of 2024 and have not heard back. If anyone knows of where I can obtain a copy of McCombs book "Making Scale Model Airplanes Fly" or maybe has a copy that they would like to sell, please let me know (weainslie@yahoo.com).



An Invitation
San Diego Orbiteers
Scale Staffel San Diego



Annual Awards Banquet

Saturday, January 25, 2025

1:00 PM to 4:00 PM

Filippi's Pizza Grotto

5353 Kearny Villa Road

San Diego, CA 92123

858-279-7240

All you can eat Pizza Party
Including Italian Salad, Garlic Bread,
Dessert, Soft Drinks, Tax and Tip
\$10.00 per person

Annual Awards
Raffle Donations are welcomed

Bring Family and Friends

See You there !

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ORBITEERS MEMBERSHIP DUES

Annual Membership - \$20
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Submit Dues to Club Treasurer:

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THE FINE PRINT **THE FINE PRINT**

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Water Ainslie	- McCombs Formula	
Don Bartick	- Dual Club Annual Report	

PHOTO CREDITS THIS ISSUE :

Mark Chomyn	Page 1
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San Diego Orbiteers
Flying Schedule 2025
Taibi Field Perris, Ca

Primary Date	Rain Date	Event	CD
January 19	Postponed	P-30/Gliders/Power	
February 16	Feb 23	Coupe/Gliders/Power	
March 23	March 30	OT/NOS Rubber/Gliders/Power	
April 6	April 27	P-30/Gliders/Power	
May 18	May 25	Coupe/Gliders/Power	
June 22	June 29	OT/NOS Rubber/Glider/Power	
July 20	July 27	P-30/Gliders/Power	
August 17	Aug 24	Coupe/Gliders/Power	
September	(need dates)	Free Flight Champions, Lost Hills	
September 21	Sept 28	OT/NOS Rubber/Gliders/Power	
October 19	Oct 26	P30/Gliders/Power	
November 7,8,9		Dual Club, Lost Hills, Ca.	
November 23	Nov 30	Coupe/Gliders/Power	
December 21		Make-up	
MP 1/2025			

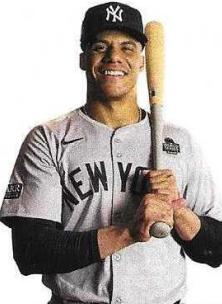
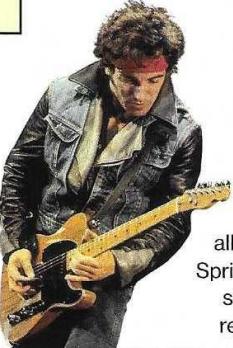
Sticker Shock

● By Kid Beyond

Each item below is one of the most—if not *the* most—expensive of its kind ever sold. You may not have bought the goods yourself, but we bet you can figure out how much they sold for. Each price corresponds to an item with the same symbol. Some items have more than one symbol, so you'll need to use your keen sense of whether a sculpture is more expensive than a pair of shoes to make a match.

CATEGORIES:

- | | | | |
|-------------------------|-------------------------|-------------------------|------------------------|
| A. \$186 billion | E. \$765 million | I. \$141 million | M. \$15 million |
| B. \$26 billion | F. \$550 million | J. \$71 million | N. \$10 million |
| C. \$6 billion | G. \$450 million | K. \$31 million | O. \$5 million |
| D. \$800 million | H. \$142 million | L. \$28 million | |

<p>● Painting Leonardo da Vinci's <i>Salvator Mundi</i></p> 	<p>★ T Shirt Michael Jordan's 1998 NBA Finals jersey</p> 	<p>Yacht Dilbar, the world's largest yacht</p> 
<p>● Car 1955 Mercedes-Benz 300 SLR Uhlenhaut</p> 	<p>Watch Patek Philippe stainless steel Grandmaster Chime</p> 	<p>★ Athlete Juan Soto's 15-year contract</p> 
<p>Sculpture Alberto Giacometti's <i>Man Pointing</i></p> 	<p>Sports team Washington Commanders</p> 	<p>Shoes Ruby slippers from <i>The Wizard of Oz</i></p> 
<p>IPO Saudi Aramco, the world's largest oil company</p> 	<p>Dress Marilyn Monroe's "Happy Birthday, Mr. President" dress</p> 	<p>AOL TimeWarner Merger AOL's purchase of Time Warner</p> 
<p>License plate Dubai "P7" plate</p> 	<p>Body of work The rights to all of Bruce Springsteen's songs and recordings</p> 	<p>Jewel The Pink Star, a 59-carat pink diamond</p> 

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Sticker Shock Answers

- A. Merger B. IPO C. Sports team D. Yacht E. Athlete F. Body of work G. Painting H. Car I. Sculpture J. Jewel K. Watch L. Shoe M. License plate N. Shirt O. Design**

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WHAT'S HAPPENING - OCTOBER 2024



- January Postponed - See enclosed 2025 Monthly Schedule
- January 25 - San Diego Orbiteer & Scale Staffel San Diego Annual Awards Banquet
1:00 to 4:00 pm, Filippi's Pizza Grotto
5353 Kearny Villa Road
San Diego, CA 92123
(See enclose flyer for all the details)
- February 16 - San Diego Orbiteer Outdoor Monthly Events: Coupe / Glider / Power
Taibi Flying Field, Perris CA, 7:30 am