

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB



JUNE 2025

Chairman's Corner – Mark Chomyn

Though June is lovingly called the month of “June Gloom” due to our pervasive coastal fog there was no gloom present on Sunday June 8 when the Orbiteers held their first indoor flying event since the year 2020! The gym of the Los Coches Middle School in El Cajon CA was filled with indoor flying fanatics. I as well as all other flyers were having a great time getting our indoor planes trimmed out. For me it was a total relearning experience. I had to start with the very basic question of, which way do I turn this winder to get the rubber turning the propeller in the right direction?



It took my doing one incorrect winding to get the right way to get the 15:1 winder going in the right direction. I started with my newly constructed A-6 and found out that my 1/16 motor didn't have enough power and my 1/8-inch rubber motor was too much power as the plane spun in hard left. The result was that I put the A-6 away and reminded myself to order some 3/32-inch Super Sport rubber when I got home. I was able to get my newly constructed Phantom Flash flying well but not for any decent duration. Was flying it on 1/8-inch rubber which gave a quick climb but a short motor run. Again, having the 3/32-inch Super Sport motor would have helped. My best flights came with my old Boston Beancraft Banana. It looks a bit like an Oldenkamp Beanbox but has a V-tail rather than a flat stab. The Beancraft flew fine on 1/8-inch rubber but same as the A-6 and Phantom Flash a 3/32" would have given it a slower ascent and a longer motor run and flight time. Second reminder, get some 3/32-inch Super Sport rubber. I survived the flying session with nothing getting broken and really enjoyed watching the other flyers get their flights in. A great day in my book.

The Los Coches Middle School gym made for a great flying site. Our ability to get back into indoor flying was due to the efforts of Don Bartick who found and secured the Los Coches Middle School gym site for our use. Thanks Don! Cost per flyer was \$20 but if we can get more flyers interested, we may be able to get that cost per flyer down. We will be developing an indoor flying schedule based on having a monthly indoor event. Look for email or notices in the El Torbellino for details. In the meantime, I've already begun work on a Double Whammy indoor plane. It's a simple, beginners indoor design with a flat 1/16 stick wing, stab and rudder frame. I've decided to build the updated version with sliced camber ribs for the wing and stab. Per the article on the update adding the camber takes the Double Whammy from a 30-45 second plane to a minute and a half. Hope that's true.

Our outdoor events remain on hold. We had hoped that the property owner would complete some land surveys by the beginning of June, but it appears it's taking the owner a bit more time to complete the surveys. As soon as we get the OK on a lease for use with the owner, we'll let all the flyers know.

Had some nice photos of the indoor activity but was unable to load them onto this article. It seems my Microsoft Word program is now set to a OneDrive.com format and my ability to insert a text box

and load photos is now beyond my ability to navigate. It's hurts to be reminded that I'm technologically challenged. (Not to despair, I wrestled an indoor picture, submitted by Arline Bartick, into your column. –Editor)

As I write this it's Friday, June 13th. At about 11:30 PM. Only one day away from Father's Day on the 15th. Just like Ralphy in the Christmas Story movie I'm dreaming of the great free flight stuff I hope to receive from my loved ones. Visions of a very expensive European built ARF Coupe dance across my mind. Yeah right. But OK, no ties! I'll settle for a six pack of Guiness Stout. Happy Father's Day flyers. Hope your Father's Day dreams come true.

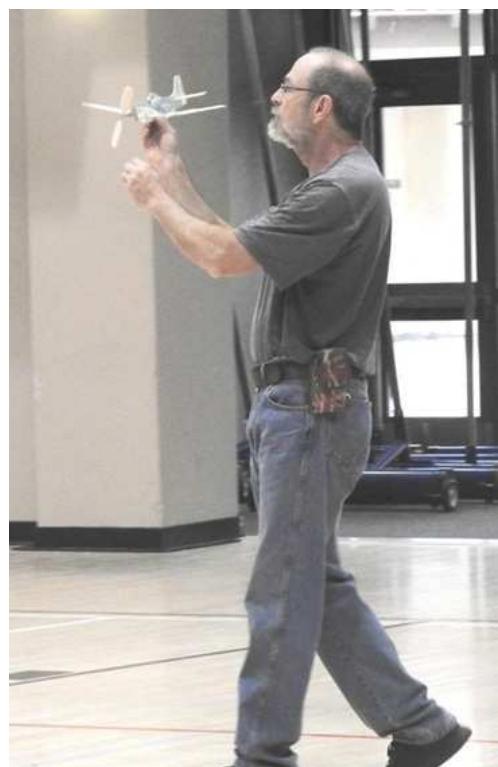
Thermals

Mark

"Some model airplanes are cursed, others are blessed, and occasionally a model airplane is both. Such can be said of the (Scientific) Skyscraper Special".

Mark Fineman, "The Skyscraper Special, A Cautionary Tale" May-June 2025, Flying Aces Club News

INDOOR FLYING PHOTOS June 8, 2025 - by Arline Bartick



P-30 Exhibit at the AMA Museum

By Mike Jester



The P-30 event was developed by the San Diego Orbiteers (SDO) in the late 1970's. A number experienced free flight members of the SDO, including John Oldenkamp and Harry Steinmetz, were involved in creating the rules and testing early prototypes. The goal was an entry level outdoor rubber power event. It was largely made possible by Bob Peck's sale of the infamous plastic 9 ½-inch Peck prop beginning in the mid-1970's. Eventually P-30 became an official AMA event, and it has enjoyed enormous popularity world-wide ever since.

The rules of the event allow for significant design variations. Currently there are more than twenty P-30 kits available for purchase. Most designs have been tractors with conventional aspect ratio wings. Pushers, including flying wing P-30's, have rarely been contest winners. Early designs like the HOT BOX by John Oldenkamp and the Square Eagle by Phil Hartman gave way to more sophisticated designs. In the 1990's Gary and Stan Buddenbohm perfected their Air Shark which has won more P-30 contests than anyone could imagine. Ditto for Don DeLoach's Polecat. Don Bartick's High Tail has also been very successful and is a very good-looking P-30 design. The P-30 rules even allow for multi-function models. However, given their weight and complexity, auto-surface features such as a variable-incidence-tail (VIT) have not gained popularity with P-30 fliers. Moreover, including auto-surfaces on a P-30 model seems to go against the original intent of the P-30 event as an entry level outdoor rubber event.



HOT BOX P-30 Built by Don Bartick for the AMA Museum

Don Barick, and his wife, Arline, attended the 2024 AMA outdoor Nats in Muncie Indiana. They toured the AMA museum on that trip. Apparently an official of the museum learned that Don was a member of the SDO, and that our club was responsible for developing the P-30 event. This eventually led to Don being asked by that official if he could help bring together a P-30 exhibit. Of course, Don graciously accepted the challenge.

Continued Next Page



Historical P-30 Models Expertly Packed by Don Bartick for Shipment to the AMA Museum

Our club owes enormous gratitude to Don for spending countless hours retrieving historical P-30 related documents, restoring decades-old influential P-30 models, building a brand-new HOT BOX, and shipping everything to Muncie. I am sure he performed many other tasks that I have not mentioned. Several years ago, I acquired a 1976 Turkey P-30 model from the estate of Harry Steinmetz. I donated that model to the AMA museum. Don asked me to replicate some of the free wheel clutch designs that have been used in P-30 models over the years. I provided him with five samples with nose blocks, including one with the ubiquitous Gizmo-Geezer prop assembly. I also provided Don with a history of the various de-thermalizer (DT) mechanisms that have been used on P-30 models since the inception of the event.

If you have an opportunity to travel to the Midwest, consider visiting the AMA museum in Muncie, Indiana which is a little over an hour's drive from Indianapolis. It would be fun to see all the exhibits, including the one dedicated to the P-30 event originated by our club.



High Tail P-30 Designed, Built, and Flown by Don Bartick

AMA National Model Aviation Museum, P-30 Exhibit

By Don Bartick

Last year, at the 2024 AMA Nationals, I had a free day. So, Arline and I ventured over to the AMA National Model Aviation Museum that is located across from the AMA Headquarters' building. Once inside, we were pleasantly surprised as how well the museum is organized and to how large the museum is in volume. Everywhere, there are displays of famous airplanes, by class. Starting with U-Control then on to Free Flight and Radio Control planes and drones. Even cars and boats. Each Division showing the various classes within. There were engine displays, radio control equipment displays. Some of the earliest examples of model aircraft going back to the pioneers of the hobby. It brought back lots of memories. So much history on display. A very worthwhile venture.

As we were touring around, we came across the Museum Director, Michael Smith. He was just finishing up with a small group of visitors. Once they departed, Arline and went up to him and introduced ourselves as members of the San Diego Orbiteers. I then took the opportunity to state that members of our club created the AMA P-30 class free flight. That this class has become the most popular event flown at contest all over the world to this date. Furthermore, the museum doesn't have a single example of a P-30 on display. This really peaked Michael's attention. He wanted more information. So, for the next hour, I filled him in.

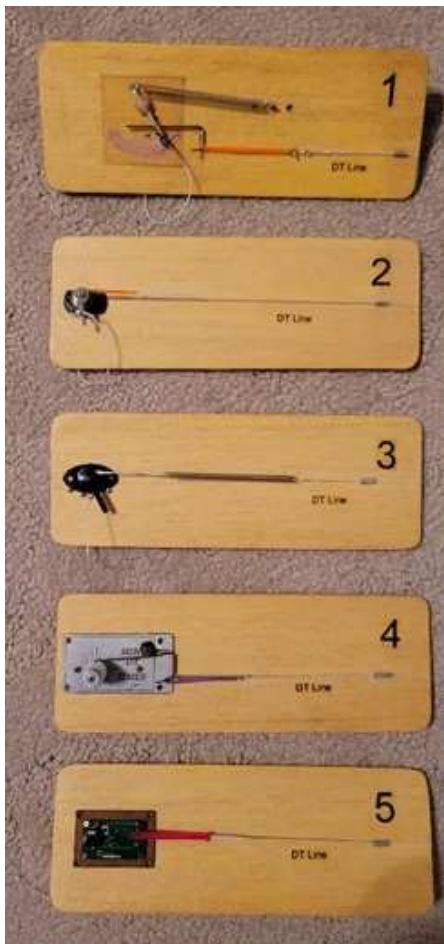
Starting with John Oldenkamp conversing with Harry Steinmetz that there wasn't an entry level rubber powered outdoor free flight plane. A small plane that a novice could build and yet attain good performance. Not only would the plane have simple specifications, but could pique the interest of seasoned rubber powered outdoor free flight competitors. Off to the drawing board. They consulted with Clarence Mathers and others. Once the specifications were established, prototype planes were built and flown. To their dismay, the planes really flew well. This led to inviting folks to build planes to the specifications and enter a postal contest. Word spread to Australia, New Zealand and Europe. Not only were there postal contest in the USA, but elsewhere in the world. The specifications for the P-30 were solid. John and Harry then petitioned the AMA to make the P-30 an official AMA competition event. For three years from 1978 to 1980, P-30 was flown at the NATS as a provisional event. It became an official event for the 1981 NATS. Bob White was the first P-30 NATS winner flying his Twin Fin design. The rest is history.

Michael Smith then realized that the museum has never chronicled the evolution of any model event starting from nothing and reaching the acceptance of becoming an official AMA event. He then approached me to see if I would spearhead the development of an AMA Exhibit showing the evolution of the P-30 from inception to an official AMA competition event and beyond to current day.

How could I refuse the opportunity to honor Orbiteers, John Oldenkamp and Harry Steinmetz and their steadfast effort to create an entry level rubber powered outdoor free flight that has reach an incredible level of world attention. This would also highlight the San Diego Orbiteers Club. So, from August 2024 to today, Michael Smith and I have collaborated about the exhibit.

I have reached out to current Orbiteers and throughout the free flight community to provide whatever information, planes, hardware; etc. that would be of value for the exhibit. I tasked Mike Jester to come up with P-30 freewheeling frontends that showed different configurations of freewheeling devices and the various commercial 9 ½" propellers. He came through with 6 examples. I also tasked him to provide examples of P-30 DT timers. He came through with the Button and Badge viscous timers and a Texas Timer using a Tomy Toy timer mechanism. He also provided an early electronic band burner DT timer. The earliest viscous timer was created by Stan Buddenbohm. He marketed and sold them years ago. I reached out to Stan for an example, but unfortunately, he couldn't provide one. Well, it turns out that I looked through some of my storage cabinets and came across one of his kits that I had totally forgotten that I purchased from him. I built the kit and it became part of the timer exhibit.

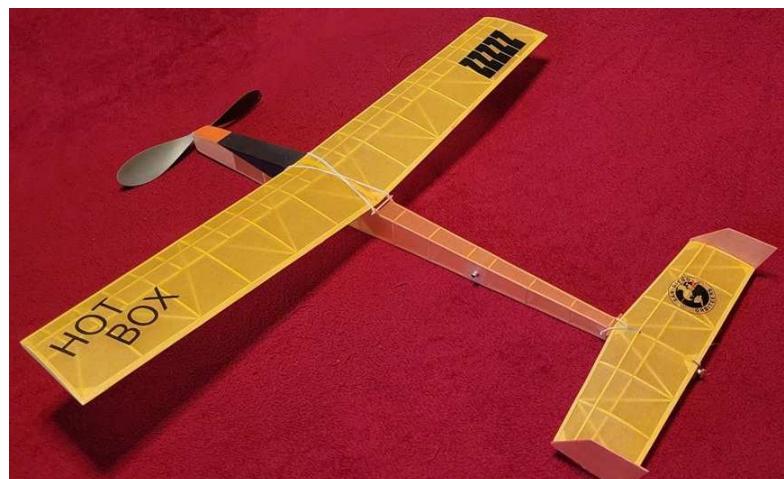
AMA National Model Aviation Museum P-30 Exhibit Items -



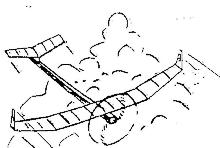
Example P30 DT Timers



Twin Fin P30 by Bob White



Hot Box P30 by John Oldenkamp



Turkey P30 by Harry Steinmetz →



I learned that Randy Seacor was a very good friend of Bob White. His Twin Fin P-30 design was the first official P-30 NATS winner in 1981. I reached out to Randy to find out if he knew what happened to Bob's free flight planes. Turns out that Randy handled the model plane estate for the White family. He also advised me that he had Bob's original Twin Fin that he flew to first place at the 1981 NATS. Apparently, Bob didn't get rid of any of his planes over the years. Randy agreed to provide this plane for the exhibit.

Now I needed samples of John Oldenkamp's Hot Box and one of Harry Steinmetz's P-30s. Again, Mike Jester came through with the Turkey P-30 that he acquired from Harry's estate. The plane was a John Oldenkamp design that was originally built by Harry's son, David when David was an AMA Junior. David won several contests with it before he gave it to Harry. Harry totally renovated the plane and flew it for years. There were no examples of the Hot Box, so I scratch built one from Model Builder plans. It's now part of the exhibit.

Fred Terrizan, a member of the Oakland Cloud Dusters, caught wind of the P-30 project and gave me a call. He had Jack Brown's P30-TOO from 1978. Jack had given him the plane when he left CA to go to Austin, TX. Fred removed Jack's AMA number and replaced it with his. He then flew the model over several years. Jack was NFFS Plan Service guy for years. Fred took over when Jack moved. Anyway, Fred donated Jack's plane for the P-30 Exhibit. When I received the plane, the covering was in horrible condition. Furthermore, the AMA Museum would not accept the plane with out Jack's AMA number. Now the search was underway. Fred couldn't find any pictures of the plane, so I contacted Michael Smith, the AMA Museum Director to see if he could research the number. Turned out there were several Jack Browns' in the membership file, but none matched the cities I provided. It was then realized that the data base gets cleaned periodically of deceased members. Now they had to look at microfiche data that was still available. Low and behold, they found the right Jack Brown. His AMA number was 1101. Okay, I'm set to remove Fred's AMA number and replace it with Jack's. As I said before, the plane's covering was in shambles. Therefore, the plane would have to be recovered. That I did. Made a few structural repairs along the way. I followed Jack's color scheme and when done, it looked good. The plane is a unique design with great lines. A good example of designs that were being created for this new event back in the day. Should look good in the exhibit.

I reach out to Don DeLoach, NFFS Digest Editor to find out what he could offer in historical P-30 information. He informed me that he set the National Record as an AMA Senior that still holds to this date. He also has the plane (Polecat) that he used to set the record. Flew it for many years before he finally retired it because repairs were making it too heavy. The Polecat is Don's original design that has seen several design changes over the years. He still competes and wins with his Polecat design. Now I asked if he would donate his original Polecat that was used to set the Senior National record. He agreed. But first, I had to ask AMA if this plane was acceptable to the museum for the P-30 Exhibit. Because of its historical significance, the museum said yes. I advised Don of the museum's decision and asked for him to send me his model. That he did. Upon receiving the Polecat, it was apparent that the plane was through a lot in the long period of competition. The plane's covering showed multiple repairs over time, but otherwise the plane was intact. So, I decided to leave it alone. Send it as is with an explanation.

The planes so far were of historical interest, but the museum was interested as to how the P-30 design progressed over the years. I advised them that the event specification was so simple, but very specific that there is little room for innovation. Significant changes, such as airfoils, aspect ratios and rubber configuration were all that made a difference. There were canard designs that fit the specification. But, none of them were really successful. So, I offered up my High Tail 30 design that has been very successful since 2015. It was different, in that it had a T-tail. No other design to date has incorporated this feature. Therefore, it was different. I was able to show its contest successes and the fact that it was featured a few years back as an article in the NFFS Digest. The museum thought it should be in the exhibit. So, happens, I had a backup model that I could part with, but it was in pretty poor condition. Couldn't send it as is. As such, it went through a complete renovation. Came out really good and should look good in the exhibit.

AMA National Model Aviation Museum P-30 Exhibit Items -



PoleCat P30 by Don DeLoach



Two P30 planes per shipping box



Three shipping boxes bundled together for shipping



P30-TOO by Jack Brown



High Tail 30 P30 by Don Bartick →



All the planes and written material had now been collected. It was time to package the stuff up and send to the AMA Museum. How was I going to do this? Normally, the planes would be sent broken down in individual boxes. That meant the museum staff would have to assemble them. But I wanted to be assured that the planes were assembled correctly with active DT mechanisms in place. Knowing the planes would be fragile in the wrong hands, I decided to send them fully assembled. This meant acquiring boxes that were at least 32"X32" and at least 6" deep. I settled on extra strong 32"X32"X8" deep boxes sold by ULINE. This size box doesn't come in single quantity. I had to buy a minimum of 10. The size would allow sending 2 planes per box. So, in reality, all I needed was 3 boxes. Therefore, I have lots of box material left that could be cut up and made in to plane storage or transport boxes. Anyone interested, let me know.

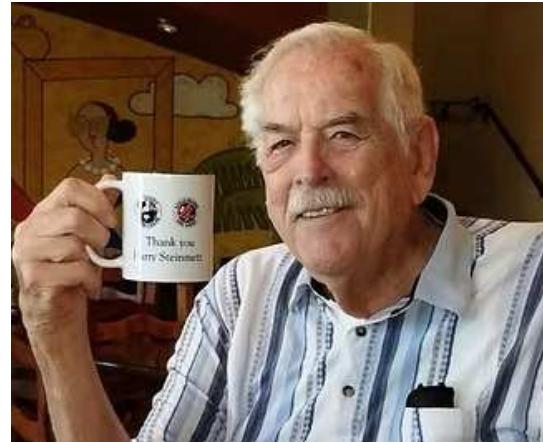
Now, since I was shipping the planes assembled with 2 in a box, I had to come up with away to suspend the planes. Using semi-ridged foam, I cut out 1 ½" square stanchion with saddles at one end that would fit the plane's fuselage at the nose and rear-end in front of the stab. I located the bottom plane in the box determined its elevation and cut the stanchions to the desired height. Placing a stanchion at each end of the fuselage, I then glued the end of each stanchion to the box. The 2nd plane was placed upside down to straddle the 1st plane. Again, using stanchions with saddles to suspend the model in the box. To further secure each plane, I made saddles to fit over the wing tips of each plane. These were glued to either the bottom or sides of the box. The planes were now fully suspended in the box with minimal movement. To make sure this system was valid, I closed up the box and conducted drop test from 4 feet on each edge and top and bottom. Nothing moved nor was there any damage to the planes. This process was continued for the remaining 2 boxes and 4 planes. Once finished, the 3 boxes were individually sealed and placed together to become one complete package. So, at this point the packaged measured 32"X32"X24" and weighed 25 pounds. After this I contacted a shipping agent who got me rates for ground freight. The cheapest was FEDEX Freight Economy at \$446. Wow, I said. So, I called the museum and asked if they had budget to help with the shipping. They did. They would cover ½ of the cost. The exhibit material was shipped and the text material went separately by USPS. The museum now has the P-30 Exhibit material and is in the process of planning the exhibit. They will send pictures. Maybe someday I'll return to the NATS a see the exhibit in person.

End of story. Look for pictures showing what you just read.

Don



John Oldenkamp (1931 – 2014)



Harry Steinmetz (1938 – 2021)



AMA National Model Aviation Museum P-30 Exhibit Items –



Yellow Igra prop with bail clutch



Red Igra prop with Buddenbohm tube-in-tube clutch



Aqua prop with ramp clutch



Orange Chinese prop with spring loaded clutch



Dragon Fly P30



Grey Gizmo Geezer prop assembly



Roger Dodger P30

From the Workbench - J.Merrill

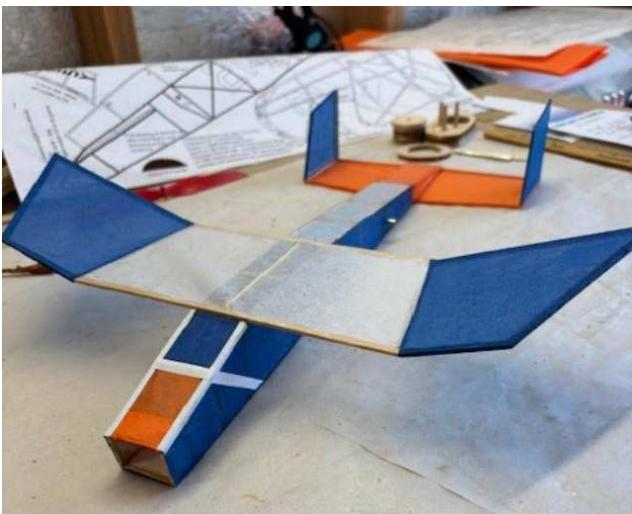
May was an entertaining month in my workshop. In last month's E.T., I had just started a Pussy Cat designed by Dick Baxter. By mid month I was trying to figure out what color scheme I wanted to cover it with.

I am a big race fan, especially with the Indycar series and NASCAR. The Sunday before Memorial Day is considered "the greatest day in racing" due to 3 huge international races. Early morning (our time) is the Grand Prix of Monaco, one of the most famous races in Formula 1. Then comes the Indy 500, the largest single-day sporting event in the world. By late afternoon is the Coke 600, a 600 mile NASCAR race in Charlotte, North Carolina.

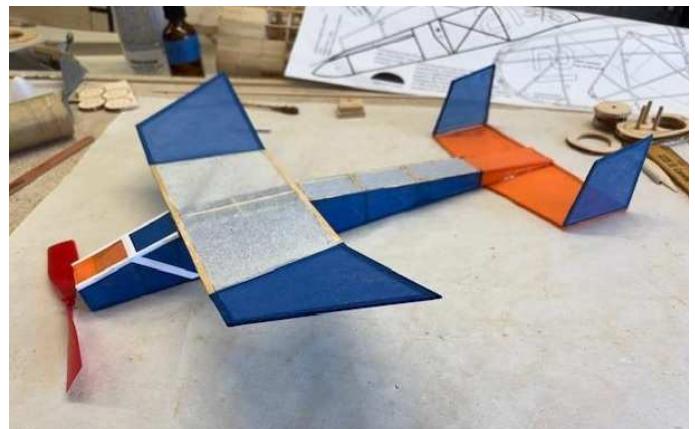
For the last 2 years, one of my favorite drivers, Kyle Larson, who drives in the top series of NASCAR, has attempted "the double". Driving 500 miles in Indy, then flying down to Charlotte for the 600 mile race. My math says that's 1100 miles, in 2 states, in one day! That made a dim light bulb, to go off over my head. I'll make my model look like his Indy car. Below are a few pictures, including the car. Hmm, not sure I can get much nerdier than that, but I had fun with it anyway.

The good news is that I had the opportunity to fly it last Sunday in the gym during our first indoor fun-fly we've had in the last several years. Many thanks to Don Bartick for making all the arrangements. The consensus was that we need to continue flying there.

That's it for now. So, what's on your workbench?



Dick Baxter Design Pussie Cat



Pussie Cat built by John Merrill



Kyle Larson Indy 500 Race Car →





Return to Indoor Flying---Don Bartick

June 8th marked the 1st time that we have flown Indoors since the start of COVID. That is 5 years. Fortunately, I was advised by an administrator at the Ramona Unified School District office of an app that is used to rent school facilities. It's called Facilitron. I've been mentoring students taking Senior Engineering classes at Ramona High School for several years. As such, I've had to be cleared through the District Office and in doing so; I got to know a few people in the office

I registered with Facilitron and started exploring sites that had gyms that were affordable. Came across Los Coches Creek Middle School in El Cajon. It had what looked like a gym with a very high-pitched roof. The price was right at \$82.24/hour, including the custodian. So, I made a call to the school to arrange for a visit. Plans were made. Arline and I visited the site and quickly determined that it would be the best site for indoor flying that we ever had. It was a ½ hour drive from Ramona.

At the last Board Meeting, I presented my findings. It was agreed that the site was worth trying. We would have to charge \$20/per person to maybe cover the cost. The club would pick up the shortage. This would be a fun fly to get re-acclimated to indoor flying. A motion was made and approved to rent the site for 3 hours. I then went on-line to Facilitron and reserved June 8th for 3 hours (8-11am). Also, went on-line to AMA and acquired Site-Owner insurance for June 8th. This cost \$30. Now were good to fly.

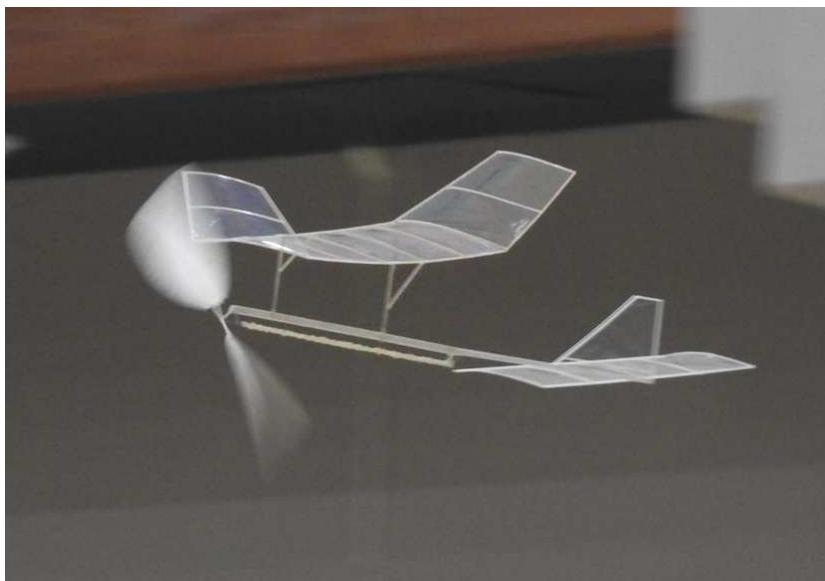
June 8th. The Los Coches Creek Middle School gym was opened by the custodian just before 8am. Nine eager participants were ready to move in with their gear and planes. The fun flying got underway. The gym was everything we were looking for in turns of indoor. Just 1 glitch. We requested all A/C units to be turned off. One still remained on. It really didn't cause much of a draft. Mostly at floor level by the stage. For 3 hours, everyone really enjoyed getting back into the swing of indoor flying. At the end of the session, we all huddled to determine where to go from here. It was unanimous that we want to use this gym monthly and for 4 hours, instead of 3. The time it takes to setup and tear down eats up a good half hour. So, 4 hours would be best. As far as additional cost, William Scott offered up that the Scale Staffel's would cover half of any overrun. Furthermore, the group agreed that the first 2 Sundays of the month would be best. The cost would remain \$20/person for now. I was asked to start reserving the gym. The next session to be July 13th. This is pending.

We collected \$240. Overall short by \$37.10. Orbiteers and Scale Staffel will split the difference.
Don



The Los Coches Creek Middle School Gym

INDOOR FLYING PHOTOS June 8, 2025 - Photos by Arline Bartick



A LOOK AT SOME P30 DESIGNS - From the Internet



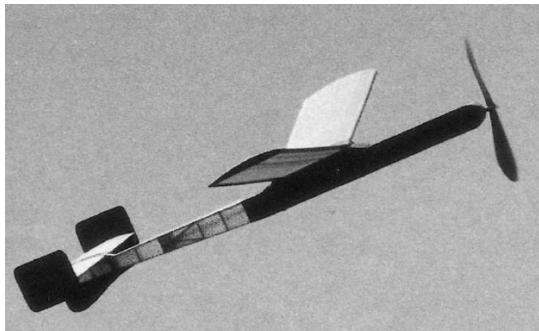
Sundog - P30



Meteoro - P30



P-Nut - P30



Pongo - P30



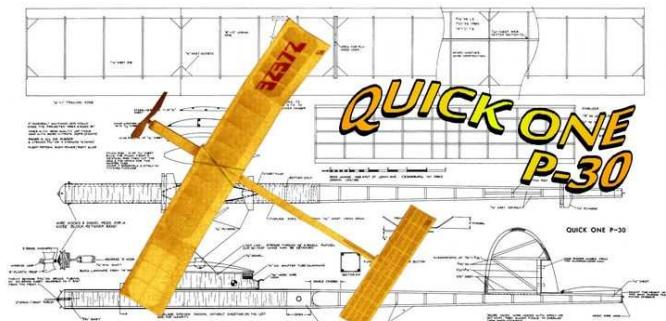
Sweet-P - P30



Perky 30 - P30



Almost 30 - P30



BOARD OF TRUSTEES



Chairman

Mark Chomyn(760) 753-7164
chomyn@roadrunner.com

Vice Chairman

Open Position(xxx) xxx-xxxx
yourname@volunteer

Secretary

John Merrill(619) 449-4047
johnrmerill@yahoo.com

Treasurer (Trustee at Large)

Howard Haupt(858) 272-5656
hlhaupt1033@att.net

Don Bartick (858) 774-2941
dbartick@4-warddesign.com

Mike Jester(775) 831-8303
michaelhjester@gmail.com

Mike Pykelny(858) 748-6235
MPykelny@dslextreme.com

Greg Hutchison(619) 465-7698
Hutch2261@gmail.com

ORBITEER TASK LEADERS

Competition Director and Score Keeper

Mike Pykelny.....(858) 748-6235
MPykelny@dslextreme.com

Banquet and Social Activity Coordinator

Linda Piazza.....(858) 748-6235
MPykelny@dslextreme.com

Safety Officer & Field Marshall

Open Position(xxx) xxx-xxxx
yourname@volunteer

Web Master

Jake Olefsky(760) 815-325
jake@olefsky.com

Newsletter Editor / Membership Cordinator

Howard Haupt(858) 272-5656
hlhaupt1033@att.net

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:

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

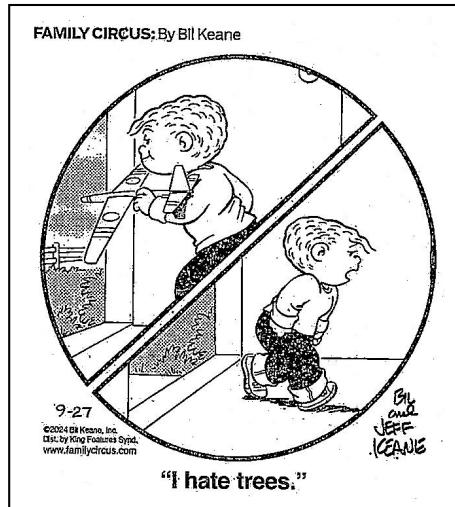


CONTRIBUTORS THIS ISSUE:

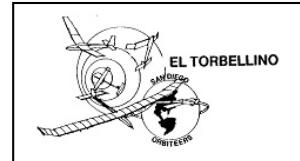
Mark Chomyn
Mike Jester
Don Bartick
John Merrill

PHOTO CREDITS THIS ISSUE :

Mark Chomyn	Page 1
Mike Jester	3, 4
Arline Bartick	2, 13, 14, 16
John Merrill	11



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



Speckled Bird P30 by George Perryman
(Finished 1ST place, at the first P30 provisional event, at the 1978 Nat's)

WHAT'S HAPPENING - July 2025



Flying field currently closed for environmental assessment and study.

- July 13 - Monthly Indoor Flying (**Tentative**)
Open indoor flying, all classes of indoor planes.
Los Coches Creek Middle School, 9669 Dunbar Lane, El Cajon CA
Note, there is a \$20 cover charge, for each participant, to cover gym rental cost.

