

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

JANUARY 2016



The Prez's Corner - Don Bartick

Happy New Years Orbiteers. Hope all of you and your families enjoyed the holidays. Arline and I certainly did.

With a new year come many new challenges. I hope in the case of our membership, it's the construction and trimming of new aircraft. Upon us is a new competition season. Starting with the SW Regionals in Eloy, AZ. Arline and I will be there. This is one contest that we have really enjoyed over the years. Unfortunately, the venue is always uncertain as the squeeze for more farm land plagues the organizers. This year the contest will be on the same plot of land as last year. Canals and barbed wire fences add to the challenge. Oh well, that's the thrill and spills of free flight.

Your Board has been busy over the last year. We have initiated a new website to be proud to share with anyone. Our thanks go out to Kathy McLaughlin and her grandson Guy Cope who developed the site based on the Boards criteria. Kathy has volunteered to be the Webmaster for now. We have pondered how to recruit new members. This has resulted in the development of a brochure that is being placed in Hobby Shops around San Diego. Our thanks go out to Linda Piazza for creating the brochure. We were also faced with the loss of our Otay Mesa flying field. Can't stop the developers from doing what they do all in the interest of money. Fortunately, we were able to work out an arrangement with the SCAMPS to share Taibi field in Perris as we explored other field prospects.

The weather has been tough on our outdoor contest schedule. A lot has to do with the weather forecasts. It seems that the weather forecast for Perris doesn't play out for Taibi field. Twice our contest was scrubbed for poor weather conditions only to find out it was perfect conditions on the field. I guess it gets down to the toss of a coin. Unfortunately, because of the travel distance to Perris it's a hard one to call.

The January indoor contest brought out a great crowd of flyer. Goes to prove, that having perfect flying conditions each and every time does draw.

Once again I am encouraging one and all to attend our Awards Banquet. It's the right thing to do. Furthermore the food, prizes and camaraderie are great. See you there.

This is a wrap for now. - Don

Remember: "Self-respect leads to self-discipline. When you have both firmly under your belt, that's real power"

-Clint Eastwood

Blondie by Dean Young





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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

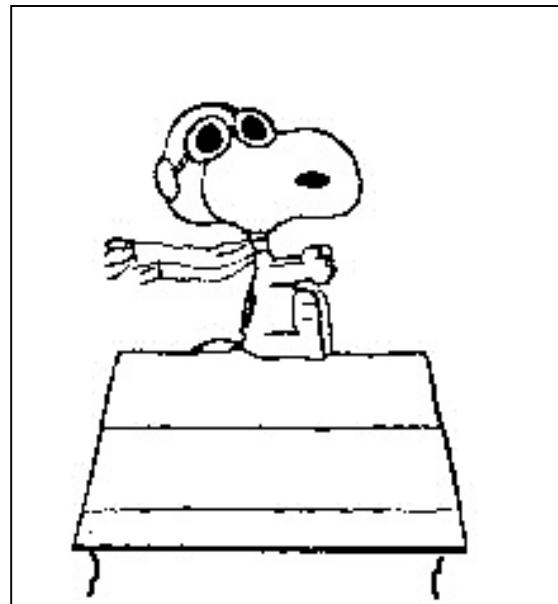
THE FINE PRINT **THE FINE PRINT**

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](http://www.SanDiegoOrbiteers.com)

Webmaster: Kathy McLaughlin



Scale Staffel & Orbitter's

Annual Luncheon and Auction



Orbiteer and Scale Staffel Annual end of the year luncheon and auction

Saturday, January 30, 2016 at 1 p.m.

Giovanni's Restaurant 9353 Clairemont Mesa Blvd

Cost: \$15 (Stolen from Scale Staffel NL - W.Scott / Editor)



KARL GIES (1937 - 2015)

For those of you who read the El Torbellino on regular basis you will remember Karl from the most recent articles he has submitted to the newsletter. He was prolific in the amount of material he has sent my way.

Karl was born in Great Falls, Montana, received degrees in Anthropology and Education from Washington University and San Jose State U. He was a school teacher from 1967-1974 and then became a real estate agent in 1974, becoming proprietor of his own business, Skyland Realty in 1982.

Karl was a man of many hobbies, of which model airplanes and fly-fishing were uppermost. He preferred small gas and cabin rubber models, of which he became a very proficient builder and flyer.

He shared time with Clarence Mather both flying model airplanes and fly-fishing on the San Juna river in New Mexico. Karl drove to the Bishop area to fish and fly model airplanes with Clarence. I first met Karl at the Lost Hills free flight field during the 1994 Orbiteer Annual. On a Saturday evening of the contest, Clarence and I visited with Karl in his RV. As I recall the discussion ranged over a variety of topics including solutions to some of the world's problems.

Communications with Karl started up again in 2014 after the passing of Clarence Mather. He became a member of the Orbiteers and started contributing on a regular basis to the El Torbellino NL. Those articles and pictures were in turn your link to him via model airplane flying. (by H.Haupt)



Korda by K.Gies



49 Gipsy Moth by K.Gies



2016 COMBINED FLYING SCHEDULE

Jan 24 - **P-30**
Power & Glider
(Rain date Jan 31st)

Feb 20/21 **Scale Staffel FAC Scale Contest***
(1 of 3)

Feb 28 - **Old Time Nostalgia Rubber**
Power & Glider
(No rain date)

Mar 20 - **Coupe**
Power, & Glider
(No rain date)

Apr 17 - **P-30 Memorial Oldenkamp Hot Box Contest**
Power & Glider
(Rain date Apr 24TH)

May 14/15 **Dual Club FF Bonanza**, Lost Hills CA

May Rotation Skipped: (Old Time Nostalgia Rubber)

May 28/29 **Scale Staffel FAC Scale Contest***
(2 of 3)

June 12 - **Coupe**
Power & Glider
(June 28TH rain date)

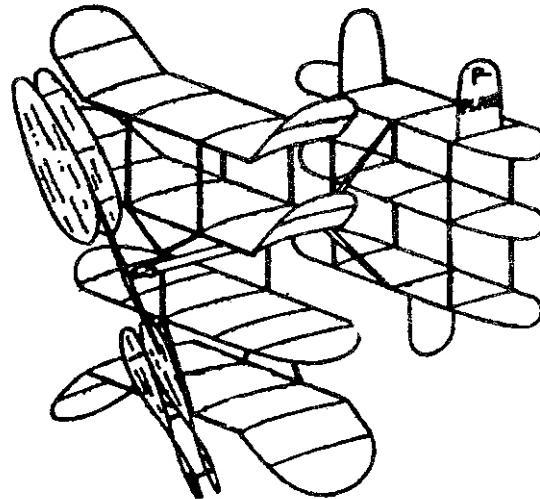
July 4 - **Walt Mooney Annual Scale Contest***

July 17 - **P-30**
Power & Glider
(Rain date Jun 24TH)

Aug 14 - **Old Time Nostalgia Rubber**
Power & Glider
(Rain date Aug 21ST)

Sept 11 - **Coupe**
Power & Glider
(Rain date Sept 18TH)

* Non-Club Points Event
Otay Field Weather (619) 661-8297



2016 INDOOR FLYING SCHEDULE

Feb 7 - Penny Plane, No-Cal*

Mar 6 - Catapult Glider, Embryo*

Apr 3 - A-6, Phantom Flash*

May 1 - Penny Plane, No-Cal*

June 5 - Catapult Glider, Embryo*

July 3 - A-6, Phantom Flash*

Aug 7 - Penny Plane, No-Cal*

Sept 4 - Catapult Glider, Embryo*

Oct 2 - A-6, Phantom Flash*

Nov 6 - Penny Plane, No-Cal* and
Canard One-Design* (Wrisley Zephyr)

Dec 4 - Catapult Glider, Embryo*

*Non-ORBITEER Points Event

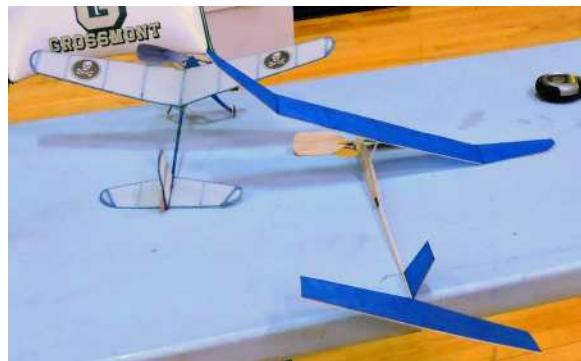


INDOOR MONTHLY

(January 3, 2016)

A-6 (Scored best 2 of 5 flights)

1.	Steve Shepersky	220	183	-	403
2.	Greg Hutchison	191	189	-	380
3.	John Hutchison	189	170	-	359
4.	Mike Jester	161	181	-	342
5.	Richard Wood	62		-	62



KIWI-KOOP



By *Mike Jester*

Since my entry into the outdoor free flight hobby about five years ago I have developed a like for the Coupe d'Hiver ("coupe") event. The FAI class for this type of model airplane is F1G. The rules are simple, namely, 70 grams minimum for the air frame and 10 grams maximum for the rubber motor.

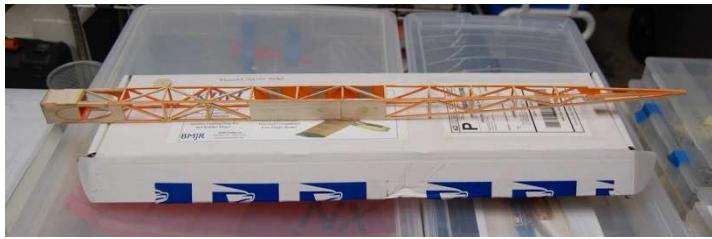
Several years ago I purchased a Candy G coupe from Starlink Flitetech. After many flights, I have been very happy with its flight performance and durability. I wanted to build a coupe as a back-up model for contests and to improve my building and flying skills. One of my goals is to someday build a vintage stick and tissue Coupe d'Hiver (coup ancien) that was designed and flown in France before January 1957.

I chose the KIWI-KOOP kit from BMJR Models. This is a beginner's kit that includes everything except for the covering material. . I doubt it qualifies as a vintage coupe. The kit price is \$59.75. The wing span of the KIWI-KOOP is 36 inches and its wing area is 186 inches. Here is a picture I found on the Internet of someone else's KIWI-KOOP flying overhead.

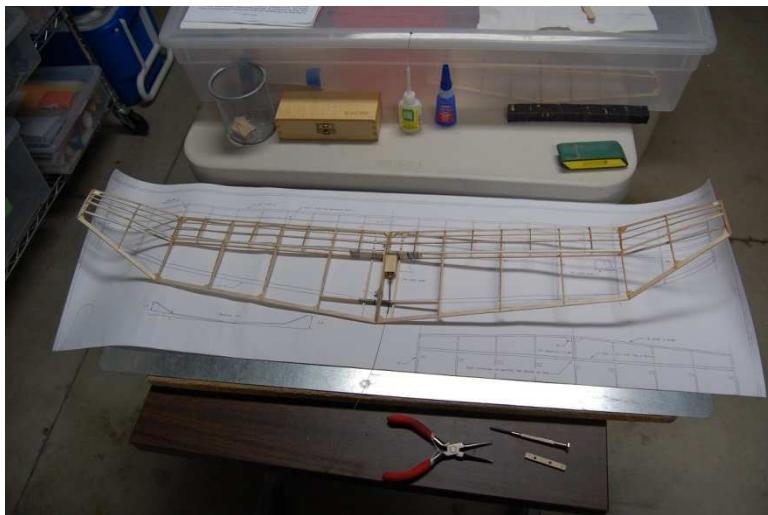


The laser cut balsa wood parts in the kit really help with the speed and accuracy of the building process. The full-size plan is clearly marked. The kit includes a very detailed assembly instruction booklet with many color photos. It explains the construction process very clearly. It is important to follow every step in order.

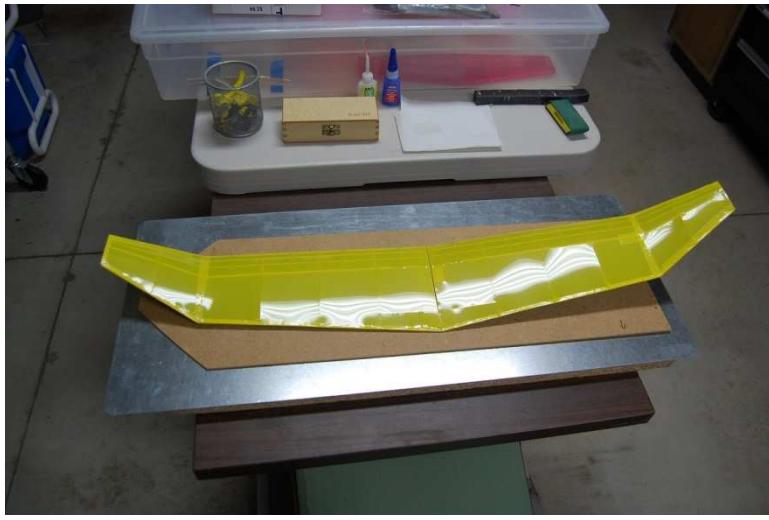
The fuselage of the KIWI-KOOP has a typical box construction utilizing 3/32 inch square balsa wood longerons, uprights and diagonals. Three rear motor peg locations are designed-in for using 12 x 1/8 inch, 10 x 1/8 inch or 8 x 1/8 inch rubber motors, depending on the desired motor run and rate of climb. I painted the fuselage on the inside with orange floral spray paint that I purchased from Michaels hoping to inhibit absorption of rubber motor lube into the balsa wood. This may not work, but it only added a minimal amount of weight.



The wing of the KIWI-KOOP has a polyhedral shape with a flat underside. It has a straight LE and a tapered TE. I constructed the wing to make it separable into two sections for ease of transport. Segments of 1/16 inch and 1/32 inch music wire that are glued with epoxy in one half wing section plug into mating segments of 3/32 inch and 1/16 inch Aluminum tubing, respectively, that are glued with epoxy in the other half wing section. The friction fit is sufficiently tight to keep the half wing sections together during flight. A pair of hold-down rubber bands will also help keep the half wing sections from separating. I built a small balsa wood box in the right half wing section for holding my Walston RF transmitter. It will help locate my KIWI-KOOP if it flies out of sight.



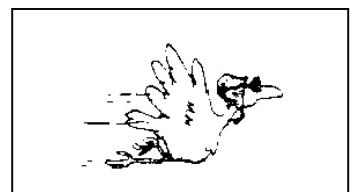
I covered the top of the wing with yellow Microlite plastic film. My wife suggested that I use yellow. I went with that color choice considering the fact that she walked 18 miles chasing my airplanes at a recent contest in Arizona. Microlite plastic film has an adhesive backing which is protected by a clear sheet of plastic that must be removed. It is very difficult to start the removal of this clear protective sheet with a finger nail or an X-ACTO knife blade. I discovered that two strips of Scotch tape can be adhered to the colored side and the clear side, oriented ninety degrees to each other and overlapping at a corner of the joined materials. Careful pulling on the top strip of tape will usually pull the colored and clear layers apart. John Hutchison taught me how to apply this plastic film when I was covering my Square Eagle P-30. The Mircolite film is first tacked into place around the edges of the balsa wood frame with a small electric heating iron. After all the trimming is done, a larger Teflon coated electric heating iron is used to heat shrink the plastic film and remove all the wrinkles. Any warps can be fixed by reheating the plastic film in the warped area and twisting the frame in the correct direction. I lucked out in that about 1/16 of an inch of wash-in resulted in the right inner wing panel, which is the location and amount that several experts recommend on a coupe. Sometimes it is better to be lucky than good.

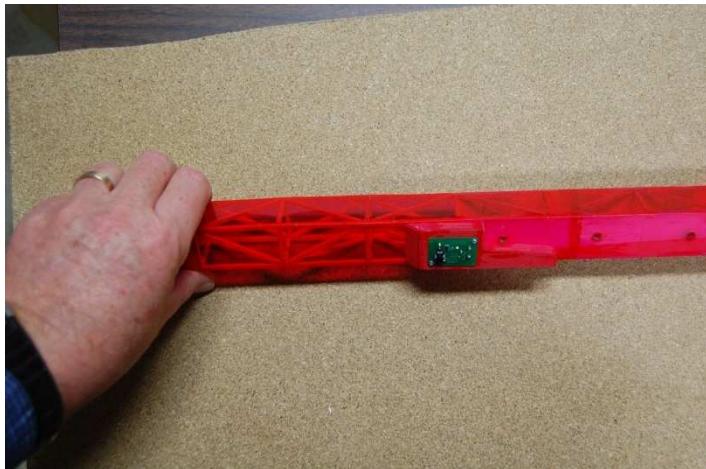


I covered the underside of the wing in black Microlite plastic film for improved visibility when the airplane is flying high overhead. I learned this trick from Stan Buddenbohm. I noticed that the wings of all of his outdoor catapult launched gliders are spray painted black on their undersides. I left the underside of the wing of my KIWI-KOOP uncovered where it overlaps the fuselage to allow the Walston RF transmitter to be installed and removed.

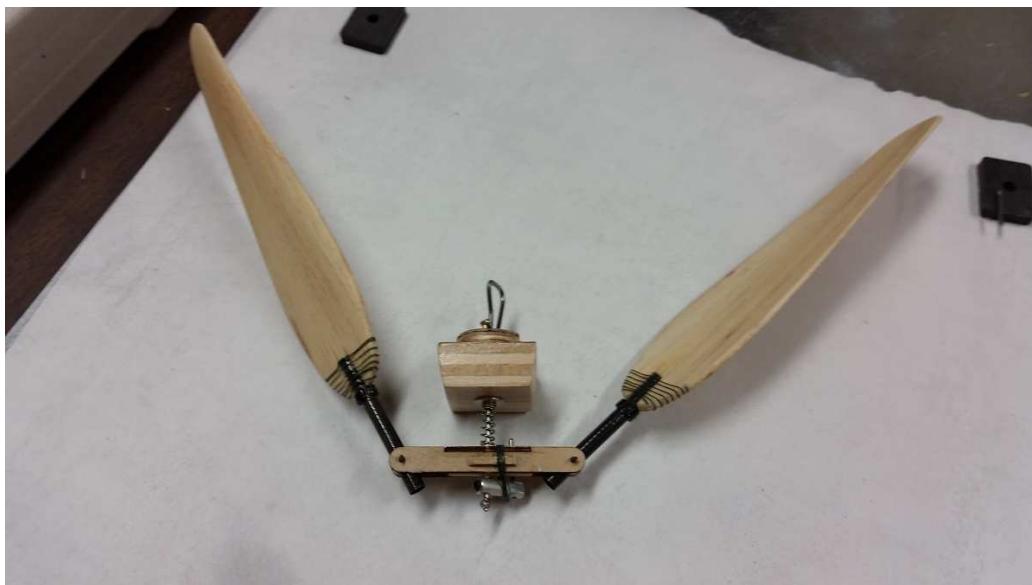


I covered the fuselage in red Microlite plastic film. A small tapered balsa wood box was added to the left side of the fuselage for holding an electronic BBT timer and its LiPo battery for activating the DT. There wasn't enough room to surface-mount the timer because the battery would extend inside the fuselage and interfere with the rubber motor.





A separately packaged folding prop kit is included with the KIWI-KOOP kit. It includes its own assembly instruction booklet with many color photos. The folding prop kit includes all of the hardware needed in terms of bushings, a prop shaft with a specially bent hook, a coil spring, tubular carbon fiber spars, curved balsa wood blanks for the blades, etc. Parts for a balsa wood jig are provided in the prop kit. This jig can be assembled and used to angle the prop blades to get the specified pitch. I used my A2Z prop pitch gauge to angle the blades to achieve a P/D of 1.23 which looked like it would work well based on John Barker's Prop Picker program. For those who don't know about him, Mr. Barker is a highly respected free flight expert from the UK with many decades of experience.



The assembly instructions for the KIWI-KOOP recommend that the CG be located 4 inches aft of the LE which is about 70%. However, John Barker suggested a more appropriate CG for the KIWI-KOOP would be about 2.63 to 3.23 inches aft of the LE which would place the CG between 50 and 60%. The wing is supported on inclined rails that can be moved fore and aft. I plan to start trim flights with the CG located 3 inches aft of the LE, which is about midway within the range recommended by Mr. Barker.



I mostly used the high quality balsa wood provided in the kit and was not careful about weight during construction. Some of the balsa wood was 10# density such as that used for the longerons, LE and TE. I added lots of extra features. My desire was to achieve a model that would hold its trim and last for a number of years.

The BBT timer and its battery weigh 3.5 grams. However, it is much more reliable and accurate than viscous timer buttons. Wind up TOMY timers are hard to re-work for use in model airplanes. A Texas scroll timer costs more than a BBT timer and the lightest one weighs more than 5 grams. A length of fuse and a snuffer tube come with the kit; however, the use of fuse as a DT timer in a model airplane is not legal in California due to alleged fire danger. The Walston RF transmitter and its batteries weigh approximately 3 grams but they will greatly improve the odds of recovering my KIWI-KOOP.

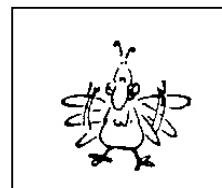
The hardware and epoxy that allow removable connection of the half wing sections probably added several grams of weight. However, this feature will allow me to transport the airplane in a gift wrapping paper storage box of the type shown in the following picture. It has a bottom panel length of about 31 inches. Note that I later glued the fin into the slot in the underside of the tail end of the fuselage and added my AMA number to the wing. I'll transport my Candy G coupe and my KIWI-KOOP in the same box.



I took my KIWI-KOOP to my local park for test glides. Its weight, as shown below, excluding the rubber motor, is 77.83 grams. The wing loading, including the rubber motor, is 0.47 grams per square inch. This wing loading is below the target 0.5 grams per square inch maximum wing loading recommended by Don Ross for mid-size models in his book Rubber Powered Model Airplanes. I secured the wing saddle to the fuselage with two office rubber bands and slid the saddle longitudinally to put the CG at around 55%. The wing saddle broke before I could adjust the model for a good glide. I will swap in a wing saddle made of stronger balsa wood. I have not done any more test glides due to the continuous heavy rains we have been experiencing in Coronado.



My finished KIWI-KOOP looks unsophisticated and certainly will not fly as well as my Candy G coupe. Regardless, with luck my newly constructed coupe will catch some thermals in Perris. Hopefully my KIWI-KOOP will fly well in windy conditions. A beginner who is interested in outdoor rubber powered sport models should first build and fly a P-30 since the rules for that event require a non-folding commercial plastic prop. For P-30s fliers that are interested in progressing to the coupe event, the KIWI-KOOP is an inexpensive F1G model that is easy to build and sturdy enough to withstand many trim and competition flights.



**SAN VALEERS 67th ANNUAL & 34th ANNUAL 7 ROUNDER
APRIL 16th & 17th, 2016 - LOST HILLS, CA.**

**A NFFS NATIONAL CUP, AMERICAS CUP & AMA AA SANCTIONED CONTEST
(SCAMPS/SCIFS contest same weekend with SCAMP CD Dan Heinrich 909 593-5789)**

AMA CAT II & NOSTALGIA CAT II (WEATHER PERMITTING)**

<u>SATURDAY 8 TO 5</u>	<u>SUNDAY 8 TO 3</u>	<u>BOTH DAYS</u>
1/2A GAS	A GAS	P-30 & HL Glider
B GAS	D GAS	Catapult Glider
C GAS	ABC Nostalgia**	Nostalgia Rubber
1/2A Nostalgia**		(all flights same day
1/4A GAS(15sec VTO,12sec HL) 1/4A flyoff Sun(7:30-7:45am)		for each entry)
SLOW GAS* (9 Sec all flights) (Slow gas flyoff Sat at 5:30 PM)		

**F1A NORDIC - F1B WAKEFIELD - F1C/F1P POWER SATURDAY 8 AM TO 3 PM (7 rounds)
1st Round at 8am, F1A 210 secs, F1B & F1C 240 secs. Flyoff begins at 4:00pm**

F1G – F1H – F1Q SUNDAY 8 AM TO 11:45 (5 rounds 45 minutes ea) flyoff at 1:00 pm Champagne flyoff 7:30 to 8:00 am for tie breaker (if needed after 2 fly off flights)

VINTAGE FAI

SATURDAY 8:00 am-1:00pm (5 1hr rounds) All flights 180 secs flyoff at 1:00pm

**HUNTER MEMORIAL SUNDAY MORNING(weather permitting)-Sponsored by Mike Thompson
RULES: Any gas free flight airplane. 15 second VTO, 12 second H.L. Highest single flight time (no max)
Starts Sunday at sunrise with 1 hr window (start time announced). Entry fee (\$1.00 per flight)**

***SLOW GAS RULES: No auto surfaces, single bypass stock engines only (except TD's .049&.051), 15% Nitro max,3 maxes & 1 flyoff to the ground. 9sec motor runs all flights(including flyoffs)**

****NOSTALGIA per latest rulebook except motor runs which shall be 10 sec HL, 13 sec VTO for 1st 3 flights, 7 & 9 secs on all flyoff flights. Classes scored separately for National cup but awards given for 1/2A Nostalgia and ABC Nostalgia combined.**

MERCHANDISE AWARDS (engines, kits, fuel, wood, \$\$\$, etc)

*****3.5 K&B motor RAFFLE (1 ticket for each event entered, or \$3 ea, or \$5 for 2, or \$10 for 5)*****

AMA/NOST CD: Ted Hidinger (602) 316-4430 FAI CD: Mike Thompson (805) 404-6173

AMA & Nostalgia: 1ST event: \$10.00, Additional events: \$5.00 per event or \$35 unlimited entry, JRS FREE, FAI events: 1st event \$20 and additional events \$10.

"JUST BRING YOUR MODELS AND SLEEPING BAG AND HAVE FUN"

**FLYING
ACES**
SQUADRON 41



SAN DIEGO Scale Staffel



February 2016: Outdoor Flying Contest

Saturday and Sunday, FEBRUARY 20 and 21, 2016, 7:30 a.m. to 12:00 p.m.

Taibi Flying Field, Perris CA, Location (33.7803656,-117.1972964)

Events 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 gun on Sunday

Hotel Accommodations

Red Lion
480 S. Redlands Ave, 92570
(Less than 2 miles from the flying field)
(951) 943-5577

Lunch is at the flier option for both days

Pilot's Meeting: 8 a.m. on 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
2. FAC Jumbo Scale #3
3. FAC Power Scale (90 second max) #5
4. Golden Age Monoplane #13
5. Old Time Rubber Stick and Fuselage (hand launch) #21/22
6. FAC 2-Bit(+1) Rubber, 1/2 Wakefield (ROG) #23
7. Jimmie Allen (ROG) #24
8. No-Cal (no max) #33
8. Embryo Endurance (ROG) #35

Mass Launch Events

Saturday

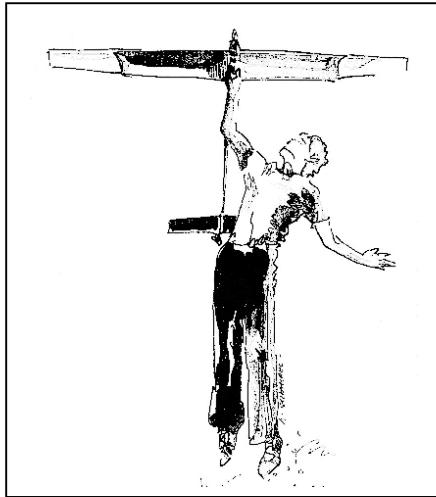
10. FAC World War I Combat:
Wind at 8:20 a.m., Launch at 8:30 a.m.
11. FAC World War II Combat:
Wind at 9:20 a.m., Launch at 9:30 a.m.

Sunday

12. Double Trouble (Twins)
Wind at 8:20 a.m., Launch at 8:30 a.m.
13. 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 2016 will determine our annual Grand Champion. The trophy will be presented after the last event of 2016 to the flier who garners the most 1st to 3rd place points in the 2016 Scale Staffel contests.

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



WHAT'S HAPPENING - JANUARY / FEBRUARY 2016

- Jan. 24 - **Orbiteer Outdoor Monthly,**
SCAMPS Field, Perris CA., 8:00 am.
Feature Event: **P-30** Other Events: **Power & Glider**
(Rain date if needed is January 31ST)
- Jan. 30 - Scale Staffel & Orbiteer's Annual Luncheon and Auction, 1:00 pm.
Giovannis's Restaurant, 9453 Clairemont Mesa Blvd.
All you can eat Italian spread for \$15.
-

- Feb. 7 - **Indoor Flying**, Grossmont College (Upper Gym), 7:30 am to 11:30 am.
Feature Event: **Penny Plane**, Other Event: **No-Cal Scale ***

- Feb 20/21 **Scale Staffel FAC Scale Contest,**
Taibi Flying Field, Perris CA 7:30 am.
(See enclosed contest flyer for more details)

- Feb. 28 - **Orbiteer Outdoor Monthly,**
SCAMPS Field, Perris CA., 8:00 am.
Feature Event: **OT/Nostalgia Rubber** Other Events: **Power & Glider**
(No rain date)