

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

October 2018



The Prez's Corner – Don Bartick

As most of you know, aside from Free Flight, Arline and I have a small vineyard and winery. Well this is the time of year that we're busy harvesting and making wine. So far, the Cabernet Sauvignon and Merlot are finished. The Cabernet Franc and Sangiovese are in fermentation. As such, we're freed up to go to Perris on the 21st and compete in the clubs monthly. That's a good thing.

Talking about Perris. Everyone who flies there has watched as piles and piles of mulch has been brought and dumped up close to the perimeter of the field as we understand it. The encroachment was getting serious. The SCAMPS president, Bernie Crowe took the initiative to contact the owners of the land. He also got a hold of the AMA Field Representative. A meeting was held with one of the co-owners and a representative of the trucking company hauling the mulch. To make a long story short, the co-owner agreed to let us continue flying on his land. He also requested that we mark the perimeter of the flying field so as the trucking company would know where not to unload the mulch. There was also conversation regarding compensation for use of the field and AMA Insurance, but the co-owner said that was unnecessary at this time. As far as the piles of mulch, it will be tilled in once the farmer's tiller is repaired. We don't know if there are plans to grow a crop. Bernie has requested that the clubs using the field form an Alliance of clubs in order to be unified for future negotiations. The club principals have all agreed. A formation meeting will be held mid November. Meanwhile, ever Orbiteers that fly on the field, please be a good steward.

As far as free flight projects, I'm pleased to say that I have an E-36 under construction. It is a Joulebox MK III kitted by Clint Brooks. The original Joulebox was designed by John Oldenkamp. Clint has made some refinements, hence the MK II and Mark III reference. The kit is well made. The laser cut components all fit very well. The wood has been carefully selected for the applications. The instruction pamphlet is well written. Overall I'm pleased with the construction so far. I should have it ready to test soon.

That's a wrap for now.

Remember: "The pessimist sees difficulty in every opportunity. The optimist sees the opportunity in every difficulty."

Winston Churchill



November Indoor - Don Bartick

Photo by Arline Bartick

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ORBITEERS MEMBERSHIP DUES

Annual Membership - \$20
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THE FINE PRINT

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The Gurney Flap

By Mike Jester

Sometimes during the trimming of a free flight model one wing tip is too low throughout the flight. Thrust line and/or rudder adjustments may not be appropriate. In this situation some fliers are tempted to glue a tab to the trailing edge of the wing near its outer end. A tab doesn't look good as it extends past the trailing edge of the wing. Also, a tab can flex and therefore does not provide a consistent solution. I have seen fliers add weight to the tip of a wing, usually in the form of a dab of clay. Again this solution is unsightly and it is hard to ensure that the clay does not fall off during the flight or when the model lands. Warping one wing panel might work, but who has a steam appliance or a covering iron at the field? An alternate fix is to add a Gurney flap to one half of the wing. Back in 1971 Dan Gurney is credited with inventing a device that improved the downforce exerted by a spoiler on a race car. It was basically a right-angle piece of Aluminum rigidly bolted or riveted to the trailing edge of the spoiler. Somewhere along the way fliers used a similar concept in the trimming of free flight model airplanes, and in particular, scale and semi-scale models by gluing a segment of balsa wood to one wing tip. In our hobby the Gurney flap is typically a segment of 1/16 x 1/16 square balsa wood on smaller models like Peanut, Dime Scale and Embryo models. Larger models typically use a segment of 3/32 x 3/32 square balsa wood.

The length of the Gurney flap is usually quite short, e.g. one inch, but its length can be selected to predetermine the force exerted on the wing. If glued to the top of the TE of one section of the wing, near its outer end, the Gurney flap will generate a DOWN force. If glued to the bottom of the TE of the wing section, near its outer end, the Gurney flap will generate an UP force. Start with a segment of balsa wood that is relatively short, and add extra segments as needed. Bear in mind that you should consider the extra drag generated by the Gurney flap.



Dime Scale Hellcat

Recently I was trimming my 16-inch wingspan Dime Scale Hellcat shown in the picture above. Like many rubber powered WWII fighters it wanted to fly left-left. Unfortunately my Dime Scale Hellcat was circling with its left wing tip low. So I glued a small segment of 1/16 x 1/16 balsa wood to the top side of the LE of the right wing. My thinking was that if I glued the Gurney flap to the underside of the LE of the left wing, its drag might undesirably tighten the circle. Problem solved. I painted the Gurney flap on my Dime Scale Hellcat blue in order to make it less conspicuous.



Gurney Flap Glued to Top Side of Trailing Edge of Right Wing Section

You can also use Gurney flaps on TE of the fin to induce turn and on the TE of the stab to adjust decalage. I recommend gluing a Gurney flap on with thinned Duco cement. This allows you to dissolve the hardened glue joint and remove the Gurney flap should you later determine that it is inappropriate or no longer necessary due to other trim adjustments.

In his master degree thesis an engineer by the name of Heron reported that for the NACA 0011 airfoil a Gurney flap on the underside of the TE with a height of 4% of the wing chord produced an increase in the maximum lift coefficient of 45%. Several years ago I installed a Gurney flap along the full length of the TE of the wing of an indoor Science Olympiad Wright Stuff airplane. It did not improve that model's performance in terms of any significant increase in flight duration. Perhaps the increase in drag offset the increase in lift. Well there was no harm in trying!

In conclusion, keep the Gurney flap in mind as one of your trimming tools.



Orbiteer Indoor Flying October 2018



The Flight Line



Nicholas Panousis

Photo's by Arline Bartick

Orbiteers - Indoor Contest Results - October 7, 2018

A6

Flier	Best 2 of 5 flights		Total	Rank
Don Bartick	249	171	420	1
Mike Jester	187	201	388	2
Richard Wood	160	173	333	3
John Hutchison	151	177	328	4
Greg Hutchison	170	154	324	5



Scale Staffel - Indoor Contest Results - October 7, 2018

Phantom Flash

Flier	Best 3 of 6 flights			Total	Rank
Richard Wood	73	87	78	238	1
Don Bartick	73	79	40	192	2
Nick Panousis	46	49	43	138	3



Don Bartick



Richard Woods

Photo's by
Arline Bartick



Mike Jester



Greg and John Hutchison

CESSNA C37 - D.Scigiano

Sorry it has been awhile but I have been real busy at work leaving very little time for builds. This is the old Comet Cessna C37 built out of the box using everything in the box except the old rubber. This is the same kit that is pictured on all the newer blue boxes on the left hand side. The build was straight from the plans with the hardest part taking the die cut parts out and trying to sand smooth, after that it was easy sailing. I built the entire model using white glue and attached the kit tissue with mixture of white glue and water. The old tissue held up great and was given 2 coats of Sig Lite Cote. The final weight all balanced out is 30 grams ready for flight. This is a sturdy build and actually has functional landing gear vs the pin axle gear of some kits and a removable nose block. I never understood why some kits have a functional nose block and others did not. The red was painted using red dope and masking tape, the numbers are the paper decals that come in the kit, they are cut out and glued in place. The heavier wooden wheels did a great job of balancing out the model so very little clay was used.

I have attached a picture of my next build choices, will have to wait and see what I build next.



2018 OUTDOOR FLYING SCHEDULE

All are AMA Sanctioned & National Cup Events

- Oct 21 - **P-30**
E36/Power & HL/Catapult Glider
(Oct 28TH rain date)
- Nov 11 - **Old Time Nostalgia Rubber**
E36/Power & HL/Catapult Glider
(Nov 25TH rain date)
- Nov 17/18 **Scale Staffel FAC Scale Contest***
(3 of 3)
- Dec 9 - **Coupe**
E36/Power & HL/Catapult Glider
(Dec 16TH rain date)

* Non-Club Points Event



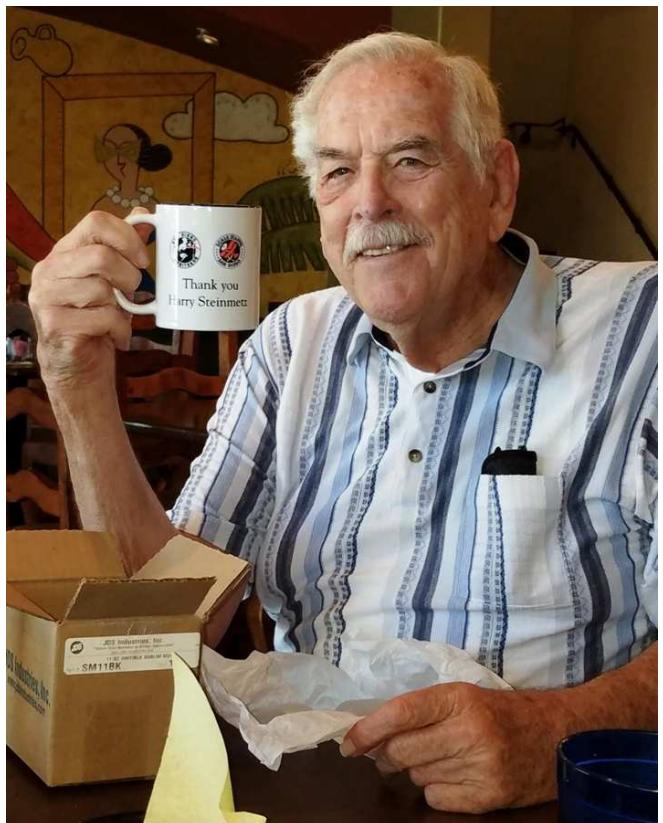
October 2018 Indoor Flying - A.Bartick Photo

2018 INDOOR FLYING SCHEDULE

- Oct 7 - A-6 & Phantom Flash*
- Nov 4 - Lmt. Penny Plane, No-Cal* &
Canard One-Design*
(Wrisley Zephyr)
- Dec 2 - P-18 & Embryo*

*Non-Club Points Event

LUNCH WITH HARRY -



Harry Steinmetz with Thank-You Mug



The lunch group with Harry

As a thank-you to Harry Steinmetz for donating all his free flight supplies and models to the club, a thank-you lunch was arranged for Harry. He was presented with a thank-you mug on the occasion.

The club treasury received a \$200 check from the sale of some of his donated items.

Thanks Harry!



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WHAT'S HAPPENING -

October / November 2018

Nov. 4 - Indoor Flying

Grossmont College (Upper Gym), 7:30 am to 11:30 am.

Feature Events: **Limited Penny Plane, No-Cal*, & Canard One-Design* (Wrisley Zephyr design)**

Nov. 11 - Orbiteer Outdoor Monthly (Rain date: Sept. 23, 2018)
SCAMPS Field, Perris CA, 8:00 am.

Feature Event: **Old Time Nostalgia Rubber**

Other Events: **E36/Power & HL/Catapult Glider**