EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITTERS FREE FLIGHT CLUB

September 2007

The Prez's Corner *- Don Bartick*

Another Dual-clubs Free Flight Bonanza is behind us. This was the 49th annual for the Orbiteers. Must say that the weather was a bit on the hot side. The weather reports didn't help with attendance. Sort of scared off some potential flyers. We did manage to register 47 open/senior and 5 junior flyers.

Both days of the contest were flyable. Saturday afternoon was very uncomfortable and only the hardiest of the group put any officials flights after 3pm. Sunday was superb. The weather pattern had broken. The morning temperature was in the high 60's. By mid afternoon when we closed the contest, the temperature was in the high 90's.

The Saturday noontime ice cream social was again a big hit. Thanks to Gus Sundberg for making arrangements with Sunny's Market in Lost Hills to acquire and store the ice cream for us. We went through 6 gallons plus all the neat condiments to make bountiful sundaes.

Orbiteers participation was very low. Only 4 club members were in attendance. Very sad! As always, Arline Bartick put in an extraordinary amount of time at the registration and results table. She had wonderful help from Larry Miller's daughter, Melisa. Thank you Arline and Melisa.

FAI attendance was very low. John Oldenkamp took the reins and ran the FAI portion of the contest. Thank you John.

The participation award this year was a 6 ½ inch square wooden box with laser engraved artwork. Each registered participant received one. We then awarded gold, silver and bronze laser engraved foils for event placement. The foils could then be attached to the box for display. The whole concept went over extremely well. The wood boxes are very functional. They came unfinished. Participants could apply a finish as they wish. We had 60 made. Loads of compliments received.

Financially, the contest made a few bucks. The Fresno club and the Orbiteers kicked in $50 dollars each from the revenue to donate to the Sloan's Dining Hall. The Sloan's erect a large dining hall that serves 3 meals a day. The extreme heat kept the diners to a minimum. As a gesture to help offset their losses and keep them coming, we thought the donation was in order.

The results of the contest will be published in

(Continued next page)



2007 ORBITEER FLYING SCHEDULE

Sep	1/2/3	Dual Club Annual (AND) Coupe Monthly
Oct	21 -	P-30
Oct	27/28	SW FAI Champs *
Nov	11 -	Old Timer HL / Catapult Glider P-20
Dec	16 -	Coupe (Festival)

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

Dues payable to *San Diego Orbiteers*,
Mail to Editor or Treasurer below:
Fudo Takagi
2168 Newton Ave.
San Diego, CA 92113-2211

The Prez's Corner: From previous page

the next ET issue.

Notice: Arline and I will volunteer to run the 50th Annual next year, but it will be the last one for us. It has been a long string of annuals for us and it is time to step down and let new blood step in.

Keep in mind that our monthly meetings are held the 2nd Friday of each month. Some business, lots of hangar talk, good show and tell, indoor flying and Venice Pizza. Bring your 8" HLG, A-6s and Show & Tell.

Happy Flying!

A hero is someone who can keep his month shut when he is right. (Yiddish Proverb)

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ORBITEERS YEARLY MEMBERSHIP DUES

Junior - $10 Senior - $15 Open - $25
65+ - $15 Family - $30 Subc - $15
Lifetime membership - $250

THE FINE PRINT
El Torbellino is the official newsletter of the San Diego Orbiteers, an Academy of Model Aeronautics 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 incurred. Materials from El Torbellino may be reproduced on an unlimited basis by other publications, but proper credit is requested.

San Diego Orbiteers Monthly Meeting Minutes 8/10/07

Eleven in attendance tonight, including: Don Bartick, John Hutchison, Howard Haupt, Mike Pykelny, Bob Beecroft, Sid Hobbs and his child bride, Gus Del Castillo, John Alling, Gerry Sullivan, and John Merrill

After considerable pizza consuming, the meeting was called to order at 7:15p.m.
First order of business: a correction was made to the minutes of the last meeting. The Scamps newsletter is $10.00 with membership, if it is received on-line. If you want it in the mail, it is $25.00 with membership. Thanks to Bob Beecroft for the correction. I'll try not to let it happen again (but I'm sure it will!).
Otherwise, minutes approved. Thank goodness!
Reports:
Treasurer's Report: None, except "we are doin' okay!"
Officer's Report: None
Contest Report: None
(Thanks for making my job easier!)
Old Business:

1. Our Dual Clubs event is impending. It's our 49th Annual in Lost Hills. The first one was in 1959. End of discussion there. Don Bartick talked about the awards, which are to be shipped next week (8/13 or so). The awards should be quite attractive, with sticky-backed foil in gold, silver, and bronze to be applied by the winners (1st through 3rd place in all events) to a hinged-lid box which is laser etched.
2. Harry Steinmetz is not going to make it to the Annual, so Don needs help with the FAI events. It is also unknown yet if John Oldenkamp is going to make it either, due to some impending eye surgery. Bob Beecroft stepped up to the plate and offer to help, which was a huge relief to Don.
3. Harry Steinmetz got the non-profit info from Fudo to send to the folks in Henderson, per last month's newsletter.
4. Yet more discussion of next year's 50th Aniv. T-shirts. The committee is "all over it!"
5. Bob Beecroft found a source for sheet of waterslide logos. It's the same company that does the Scamps logos, and they apparently do good work. You can get several sizes on one sheet, and they are $4.35 per sheet. We need to make a minimum order of 125 sheets. Sid Hobbs made the motion to order the 125 sheets via Bob Beecroft. The motion was seconded by John Hutchison.

New Business:

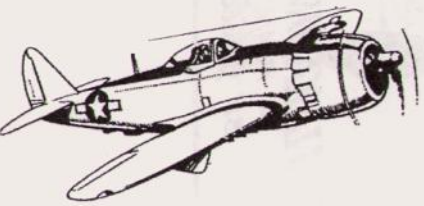
1. V.P. Mike Pykelny asked if anyone knew if we could apply for AMA funds for Lost Hills "field improvements". Don Bartick stated that we couldn't make "permanent improvements" such as paving a road. We could make a non-permanent improvement such as grading a road. Don said he would look into it. So far all the AMA money has gone to RC clubs, which is given as a grant.
2. John Hutchison passed out fliers for the upcoming Scale Staffel contest August 26th at Otay.
3. John Hutchison also reported on the indoor flying at Grossmont College's lower gym. The August meet was "poorly attended". It is held the 1st Sunday of every month, from 9 to noon. John said the lower gym's parking lot was all torn up, so you had to walk just a little farther. It is my understanding via a recent newspaper article that the parking lot is now open. If you read it in the Union, it must be true! Hah, that's a good one!
4. More Scale Staffel news…next year 2xMooney will have a cash award. Better start building now!

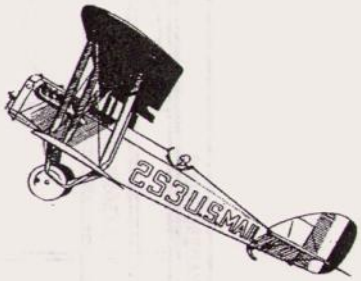
Show and Tell:

1. Gerry Sullivan started off with a bare-bones model of a "Mercury", from plans from 1947. He calls it Semi-Old Time Stick". The plans were from an Aeromodeller Magazine, and designed by Albert Hatfull. It weighs 44 grams in the "bones" configuration. Gerry also showed us a nice little sanding block made for the wing's L.E. He had another made for making gussets.
2. Bob Beecroft brought in one of his two boxes of 50 Cox Surestart .049 motor parts. Bob will put his magic touch on them to make them much better, and turn a higher RPM.
3. John Alling shared some Skyways and Flight Journal magazines, up for grabs. He also showed us 3 high-quality plans designed Mike Midkiff, who is known for excellent models and plans.
4. Don Bartick showed us the 40th Annual Symposium from NFFS. Lots of good stuff.

Respectfully submitted by John R. Merrill, amateur scribe.

Scale Staffel
Model Aeroplane Club





Scale Staffel October Contest
October 28, 8 A.M.
Otay Mesa Flying Field

FAC Rubber Scale - All Groups compete together
(FAC Rules apply)

Special event for **Jimmie Allen**

WWII Combat @ 9 A.M.
(Use this as a prelude to next years WWII Combat!)

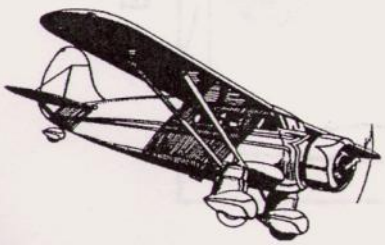
FAC Scale High Wing Mass Launch @ 10 A.M.

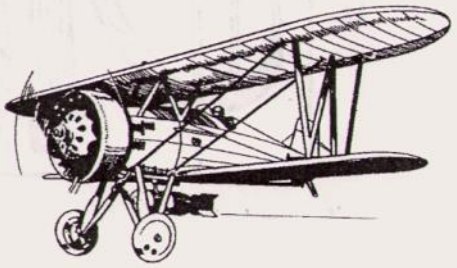
Fun Scale
Continuing with the one minute format:

1. Any ***scale looking*** model of any builder or construction or power. Profile, Ebenezer o.k.
2. Total of 3 flights of 60 seconds or less. Any flights over 60 seconds result in a zero score for that flight. DT's are allowed only to prevent fly-aways. Times rounded down to full seconds.
3. Merchandise prizes for First, Second, and Third places.

The Marble Draw Game - Cash Award!

Come join us for fun.





John Hutchison
619-303-0785

Contrails

"For those who fly....or long to."

Contrails is an Aviation Week & Space Technology *initiative to capture the untold stories that collectively make up the rich lore of aviation and space.*

A LADY AND A QUILT

BY IRA HARTZOG

Weather forecasts for the U.K. called for visibility to be down to landing minimums, and no alternate airports would be open. That effectively halted all air traffic across the North Atlantic. All except the Boeing B-17 Flying Fortress and our Consolidated B-24 Liberator, that is. After all, we were at war.

Once again, I had orders to copilot a B-24 being ferried from Langley Field, Va., to Exeter, England, a trip, ostensibly, to give me additional experience flying that route. With faith in my pilot, I happily boarded the airplane at Goose Bay, Labrador, armed with a box of cigars to keep me awake through the long night ahead.

The bomber was fitted with basic flight instruments, but no backups. Instead of the familiar Bendix autopilot, which would have been fed by backup attitude instruments, we had a C-1 autopilot. The C-1 was a nightmare of complexity. Electronic autopilots of that period—built when computers were still only a vision on the distant horizon—failed with almost predictable regularity. The C-1 hoarded attitude information, never sharing it with the pilot, but had enough useless flashing lights to emulate a pinball machine. It had one saving grace: With a minimum of effort, the airplane could be controlled in all axes by making inputs through a small C-1 control box. Our pilot loved the thing.

Ira Hartzog, who flew B-24s, air refueling tankers and other aircraft during and after World War II, founded Hartzog Aviation in Illinois.

About 2 hr. after takeoff, our artificial horizon, the primary instrument for precise instrument-rules flight, failed completely. I fully expected we'd return to Goose Bay for a replacement instrument, because the weather ahead was horrible. Not so. The pilot announced that we would continue, and he would fly the landing approach via autopilot. I pointed out what I knew about the C-1's failure rate, and suggested that an approach into 200-ft. ceilings, armed with only turn and airspeed indicators, would be one hell of a trick—especially in the B-24. In approach configuration, the bomber was notoriously unstable.

Apparently, those remarks were mistaken as my criticizing his abilities, sparking a minor verbal tiff. It ended when I hung up my headset and suggested that he and his C-1 autopilot could finish the trip without further input from me. Subsequent events taught me the danger of making such childish decisions.

We cleared the Irish coast at Dernycross shortly after dawn. I lit a fresh cigar and tried to get a glimpse of Ireland, but could find no breaks in the clouds. We soon began our approach for landing, while I enjoyed my smoke and looked out the side window. The pilot was staring at the flight deck ceiling, talking on the radio, and the autopilot was hard at work, its lights flashing away. All seemed right with the world.



IRA HARTZOG

Suddenly, a break in the swirling clouds revealed the face of a woman leaning out a second-story window. About 50 ft. off the right wingtip and 50 ft. below us, the plump, middle-aged woman froze, her mouth open in horror. A quilt she had been shaking fell and fluttered to the ground, released from motionless hands. With absolute certainty, I knew I was about to die in this airplane.

IN THE NEXT LONG second, I became aware of a road winding to the right and another two farmhouses down the hill, barely visible through the mist. Ahead, the green of Ireland merged into the clouds.

"There's the ground!" I yelled, almost coincident with an unspoken plea: *God, I hope we hit flat!* From the corner of my eye, I saw the pilot pull his eyes from the ceiling, and the mike fall from his hand.

Pure reaction, absent of all thought, took over. I grabbed the wheel and pulled it into my lap, attempting to arrest our descent and, if lucky, gain a little altitude. My left hand rammed the manifold lever to maximum pressure—a very dangerous maneuver. Increased cylinder pressure, without a corresponding increase in propeller rpm., could destroy the engines. My hand swept across the center pedestal, but couldn't find the tiny prop-control toggle switches. I was in no position to look for them, though. Fortunately, the left-seat occupant reverted to being the very good pilot he actually was and immediately toggled the props to maximum rpm.

I continued to fly the B-24, relying on the few remaining primary instruments, while a quick radio call requested a safe altitude for that area. I don't recall

whether I turned off the autopilot, but it didn't matter. I was so exercised, I wouldn't have felt its inputs anyway.

When we reached a safe altitude, I returned control to the pilot—but I was now a crewmember, no longer a mere spectator. We agreed we'd better figure out what had just happened, before proceeding further. A quick check with controllers on the ground solved the problem.

After departing the Dernnycross beacon, we'd picked up a navigation station having a similar identifier and range-bearing orientation as our destination. Unfortunately, that station did not service an airport. I wasn't wearing my headphones, so had not been listening to cross-check the identifier. The pilot had been awake 24 hr., with no rest, and had simply failed to check the approach information carefully.

The intolerable weather forced us to land at Nutts Corner, an airport servicing Belfast. Once the clouds cleared, we flew to Exeter, then on to London.

That night, nearby explosions—which we attributed to Luftwaffe-provided entertainment—failed to roust us from our beds. After that close-up lady-and-her-quilt experience in Ireland, a bombing raid was a minor annoyance.

I HEAR THE PILOT of our near-miss flight subsequently had a great career with the FAA. At one point, he was in charge of testing airways and approach facilities worldwide to ensure their accuracy. I have often wondered just how much our scary day in Ireland contributed to his zeal and success in that line of work.

We could never find the cigar I was smoking. The crew was convinced I'd swallowed it.

Prior to World War II, Ira Hartzog was a civilian flight instructor, training Army aviation cadets. He received a direct commission and flew the "Hump" between India and China as a service pilot. After the war, he completed a full career by flying air refueling tankers for the Wisconsin Air National Guard. He also was a copilot for Delta Air Lines, training captain for Pan Am, corporate pilot for Irvin Airchute, and a division sales manager for Butler Aviation. He founded Hartzog Aviation in Rockford, Ill., as well as two companies that trained owner-operator pilots to meet airline standards. He sold Hartzog Aviation and retired in 1983.

Please e-mail your Contrails aerospace stories to: *AW&ST*'s William B. Scott at wmbscott1946@yahoo.com. For more stories, see Aviation Week Contrails at: www.contrailsmagazine.com

ON THE LIGHTER SIDE - H.Haupt

August 2007 Indoor Fun Fly:

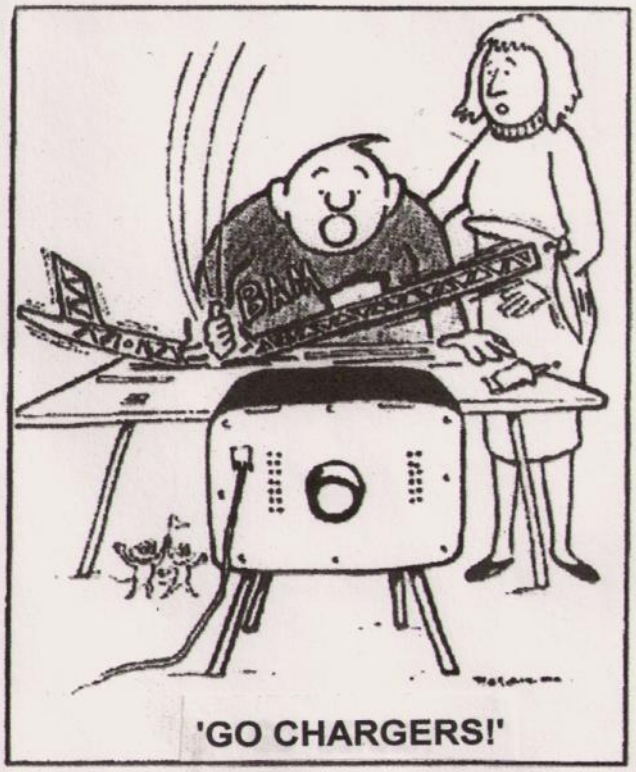
P6	1) Don Bartick	:47	:54
	2) John Merrell	:37	:40
	3) Howard Haupt	:24	:25

Bring your A-6 and/or a glider up to 8" inch wing span to our next meeting for some fun flying.

Pizza will be available from Venice Pizza House at our meeting this month. Bring your favorite drink, as well as a $2.00 for each slice of your favorite pizza. Plates, paper towels, plastic utensils, extra ground pepper, and a trash receptacle will be provided.

As a reminder, each slice of pizza you consume, requires a payment of $2.00 to the collection box. After the August meeting, the collection box came up $6.00 short, so the club treasury was billed for that amount.

- Scoop



Fly Power In History (excerpted from wings@flypower.com)

The Origins of Fly Powered aircraft remain one of the great unsolved mysteries in insect aviation. A clay tablet unearthed outside the historical city of Ur in modern day Syria describes the functioning a fly's wings but gives no reference to transposing that into any kind of air powered vehicle. It has been dated to 2430 B.C.

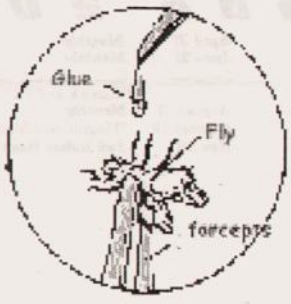
Hieroglyphics from Egypt during the reign of Nefru (1650 B.C.) chronicle the fly and how their extraordinary abilities might in some way provide clues to the Pharaohs journey into the after life. Again, no reference was made to any form of craft styled after flies but Egyptologists continue to unearth more writings concerning the High Priests near obsession with the concept.

Closer to our own time, Roman scholars began rudimentary investigations into the fly world as this encryption from Ephesus in Turkey will attest. It was found on the burial tomb of a Roman traveler who had come to Ephesus . No more information is available, as the tomb has been vandalized over the years. Even the name of the researcher has been lost in the dust of time.

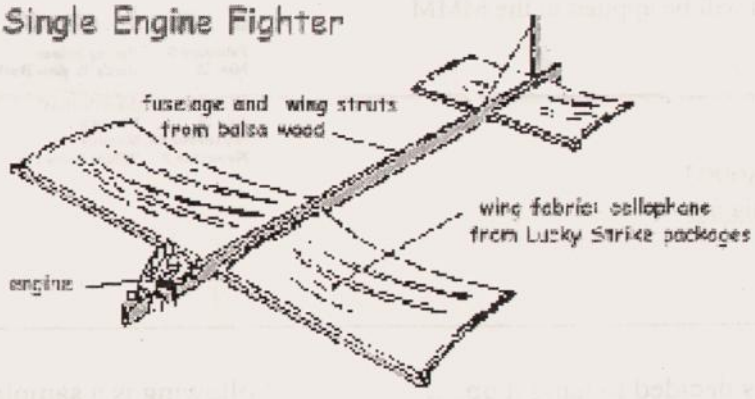
Great minds throughout history have been fascinated by the possibilities of harnessing Insect Energy. The under-recognized, yet famously inventive, **Nikoli Tesla** (1856-1943) was among them

The current designs for Fly Powered aircraft begun in earnest during the 1940's, in California. Two eminent scientists, Dr. Tim Sharon and Dr. Richard Brewer published a paper on the subject tracing the design and discovery of Fly Power in The Journal of Irreproducible Results.

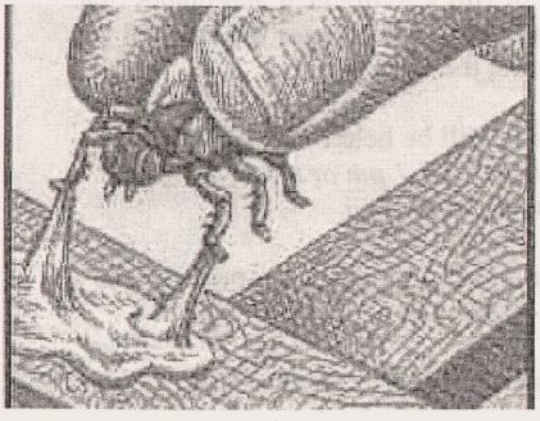
Dr. Brewer is given credit with manufacturing the first prototype fly powered airplane in 1949. His design is reproduced below. It used balsa wood for the fuselage , and cellophane from Lucky Strike cigarette packages for the wings.



Gluing The Fly



Reportedly Dr. Brewers prototype plane was delivered to the Smithsonian Institute's National Air and Space Museum during the 1960's. An article in Smithsonian Magazine of September 1978 gave details of the acquisitions and sparked a renewed interest in Fly Power.



STOLEN FROM: The Max-Out , June/03, R.Pangell / Editor

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WHAT'S HAPPENING SEPTEMBER 2007

Sept 14 - **Orbiteer Monthly meeting at S.D. City Serv. Cntr. @ Scripp's Ranch**, 11885 Cypress Canyon Road, Meeting starts at 7:00 pm, Indoor Fun Fly featuring A-6 & Gliders up to 8" follows the meeting.

Sept 17 - Scale Staffel Indoor Fun Fly, San Carlos Rec. Cntr., 6:45 pm.

Oct 7 - Indoor Flying, Grossmont College, 9:00 to 12:00 am.

Oct 4 - Scale Staffel meeting for Hanger Flying, San Carlos, 7:30 pm.

Local Field Weather: (619) 661-8297
