EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

NOVEMBER 2023

Chairman's Corner -Mark Chomyn

The sun is setting earlier, and nighttime temperatures are dropping into the 50's on the coast and into the 40's in inland areas. Soon the frost will be on the pumpkin. We did a test run of the heater at our house and found it to be putting out the therms more than adequately. Given the cost of natural gas hope we will be firing it up sparingly. Despite the shorter daylight hours and the dropping temperatures November is still my favorite month. Yes, even more so than December. Why? No agonizing over what presents to purchase, gluttony is overlooked (heck it's celebrated) and I get to cook my favorite food….TURKEY, stuffed with Mom's recipe for sausage stuffing. Nuff said.

But don't let the change of seasons keep you away from our next monthly contest in Perris on November 19. Contest will include P-30, Glider (HL, CL and towline) and Power (elect. & gas). Hope to see you there. I've usually been flying the Hot Box in the P-30 event but this time I think I'll fly my George Perryman Speckled P-30. I did not replicate Mr. Perryman's speckled dot covering job, but I think it will still fly respectably with my red fuse and yellow wing and tail tissue job. P.S. – Weather at 8AM is likely to be in the fifties, so bringing along a sweater or jacket is advisable.

The Orbiteers will be assisting SDSU (San Diego State) students with their free flight assignment as part of their Aeronautical Engineering AE-125 course curriculum. The students will be assembling and flying the AMA Alpha. Their flights will be timed by volunteers from the Orbiteers at the SDSU campus on November 15 at 1P.M. by the soccer field. Thanks to those who have responded to Mike Pykelny's email request for volunteers to help time the student's flights. I've been trading emails with several students who have asked for input regarding issues they may be having with their plane's performance. I've been doing my best to give some helpful (I hope) suggestions. If these students were aware of my somewhat limited ability to solve my own free flight problems, I think they may have opted for another mentor. My feedback has been generally to ask if the flying surfaces have been carefully aligned, is the plane correctly balanced, how long a loop of rubber are they using for power and how many winds are they putting in for full power flights, what do they notice when the plane is flown (turning, stalling, diving etc.) mostly basic stuff. Studying photos or videos sent by the students has been a help in identifying some problems. Hopefully some of the participants will want to go on with their free flight efforts and show an interest in joining the Orbiteers.

I was passing time flipping through model plane periodicals when I came across a familiar name in the Jan – Feb 2023 NFFS Free Flight Digest. In an article about the 2022 National Cup Results, I noticed a familiar name, that of Tim Batiuk. Not that it's unusual to see his name in the NFFS Digest, but this article stated, "But the man of legend, the Iron Man of all Champions has to be Tim Batiuk, who won the glider cup for the 20th consecutive year." Hey. I know that guy. But what I did not know is that no one else has won the National glider title since 2003, the year Tim won his first title! I would say legend and Iron Man is not an over statement. No wonder we're always announcing his name at the winners table of our monthly contests.

Just got my Oct – Dec edition of SAM Speaks. The very first article in From The Editor touched on a topic that I have a strong feeling about. That our planes are a form of kinetic art. That is, art that can be set in motion and is appreciated not just for the way it looks but also for the way in which it moves and performs. The article is from a column written by Art Groshieder from the Sept – Oct 1989 SAM Speaks. In the article Art mentions that he is not too fond of the state of what was considered (passed off?) as artwork at that time. He goes on to say, "So what does this have to do with model airplanes? To me the designing building in

flying of model airplanes is an art form, so not recognized as such in this country. I have done some painting, and it is far easier for me to paint a picture than build a decent model, and the painting just hangs there. Like sculptors, we work in three dimensions, fashioning material into lovely and functional whole." Mr. Groshieder continues, "Is what we do ennobling? I don't know about the rest of you, but I am pretty plenty ennobled by seeing what we build and how it flies." Makes you want to put on an artist's smock the next time you approach your building board. So, go ye forth fellow artisans into your building areas and get artsy.

That's enough oratory for now. Happy Thanksgiving!
Mark

"Make no mistake what we do is an art form. It isn't recognized as such but maybe we're lucky at that because it hasn't been corrupted by the public."
From "Model Planes As Art", by Art Groshieder, SAM Speaks #91, Sept. – Oct. 1989

Tustin Hanger Fire - M.Jester

One of the two historic Tustin blimp hangars caught fire recently. See this article for more details.
:
https://apnews.com/article/military-blimp-fire-hangar-navy-asbestos-california-012bd308a0b9bcb0dfe114743ce61d84?utm_source=RecoReel&utm_medium=articlePage&utm_id=Taboola

This is sad. Many AMA indoor records were set in one of these hangers, including Stan Buddenbohm's indoor F1N HLG record (112 seconds). Here is a link to a YouTube video of that flight.

https://www.youtube.com/watch?app=desktop&v=DWpwLfVqBso.

One of the hangars was in bad shape and not usable at least 10 years ago.

The other was available for indoor flying as late as 2011. Then the roof collapsed in one area and we could no longer fly in that hangar.

These hangars could each hold six large US Navy surveillance blimps. They were constructed from Oregon timber at a cost of $1 million each. Many car commercials were filmed in one of the hangars.

I believe that the blimp hangars at Moffett Field in the SF Bay Area have been closed for indoor flying. I am not sure about the remaining blimp hangar(s) in Oregon.

We may be down to the Kibbie Dome (Idaho) and the Round Valley Dome (Arizona) for accessible Cat IV indoor flying sites in the West.

Mike Jester



WESTFAC 2023
By Mike Jester

The Flying Aces Club held its every-other-year western championships in Buckeye, Arizona from October 26 - 29, 2023. The flying site is located at Rovey Farms. We have graciously enjoyed this flying site west of Phoenix for almost a decade. It features many acres of knee-high alfalfa. The good news about flying at this site is that even the worst crashes seldom do any damage to models. The bad news is that occasionally finding them after they burrow under the lush greenery can be a real challenge.

The weather was mostly in the high 70's and low 80's but unfortunately, the winds picked up to as much as 12 mph in the afternoon, so you were wise to put in your official flights before midday. There were 28 FAC events at the contest. The attendance was only slightly more than 20 fliers. Therefore, it was sometimes a challenge to get three competitors in an event to ensure that the winner would be awarded a Kanone. The drive from my home at Lake Tahoe would have been 12 hours on a two-lane highway through the middle of nowhere in Nevada. So, I opted to fly on Southwest Airlines to Phoenix. This limited me to two model airplanes that could be disassembled and stored in cardboard boxes in my checked luggage with the hope that they would not be crushed. These models were a Korda Victory and a Zephyr Embryo. I had a fabric-covered frame suitcase. As my luggage was being unloaded from the Boeing 737 on a conveyor belt, I realized I should have used a hard-shell suitcase. Oh well, maybe next time. Fortunately, my models arrived in Phoenix unscathed.



Mike Jester's Korda Victory OTR Model in the Alfalfa at Buckeye, AZ

Thursday was devoted to registration and scale judging at the Comfort Suites Hotel in Goodyear, Arizona. Most events were held on Friday and Saturday. However, in a break from tradition, you could spread your three official flights in most events over two days, courtesy of our wonderful CD, Tom Arnold. His brother, Herb, served as a very competent score keeper.

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Of course, I broke the cardinal rule of contest flying. My just-completed Korda Victory had never been trimmed. My Zephyr Embryo had been built the year before. It had never been successfully trimmed in one short stint at the WESTFAC Warm Up contest in 2022.

The CD had ruled in advance of the contest that I could fly my Korda Victory in the Old Time Rubber (OTR) Stick event without its landing gear. Clearly, I could also fly my Korda Victory with landing gear in the OTR Fuselage event. He also ruled that I could use RDT on this model as it does not control the flight path of the airplane to achieve longer duration but only terminates the flight. FAI, NFFS and BMFA all allow the use of RDT on free flight models.

On Friday morning I started trimming my Korda Victory, figuring it offered the best chance to win a Kanone. After about six trim flights and some rudder and incidence adjustments, I was satisfied with its flight pattern. The RDT greatly aided in this process as it allowed me to terminate test flights early and avoid lengthy and arduous retrievals through the tall alfalfa. For the OTR Stick event, I taped my RF tracker to the nose of this model to locate the CG at around 40-45%. This was necessary in the absence of the landing gear. I ended up with two maxes in the OTR Stick event on Friday. On Saturday my third official flight in this event fell short of a max by 19 seconds after the model got caught in a downer.

On Sunday, for the OTR Fuselage event, I moved the RF tracker under the wing when I added the landing gear. This maintained the CG at around 40-45%. I avoided downers and put in three maxes in the OTR Fuselage event before the winds increased dramatically around noon. I was fortunate to win Kanones in the two OTR events with a previously untested model. Despite its 32-inch wingspan and its bright red and yellow colors, I may have lost my Korda Victory without its on-board RF tracker as at least once it buried itself in tall alfalfa. This resulted in a 20-30-minute search despite having a good line on its landing spot. Even in light wind conditions, this model was traveling a long distance in wide right-hand circles.

I gave up on my Zephyr Embryo. Despite many trim flights and many adjustments, I could not get it to fly well enough to be competitive. So, I did not put in any official flights in the Embryo event which turned out to be the most popular event at the contest. The Zephyr is a good design, but something in my build was not right. I was trying to mimic Walley Farrel's use of an Embryo without a super long fuselage, but my strategy did not work out. I already have another laser-cut Embryo short kit from Volare Products for the DeHavilland Discard. That will be my next build after I complete my Smith 1941 Mulvihill Winner.

There were some truly exceptional scale models at the contest masterfully built and flown by Bob Hodes, Rich Adams, Mike Kelly, Dave Wagner, Johnathan Nunez and other attendees. Johnathan was deservedly the grand champion as he won more than a half dozen events including the WWII Mass Launch event. Perhaps the highlight of the WESTFAC IX contest was the mass launch of three Jumbo Scale Junkers Ju 52 tri-motor transports built and flown by Henry Toews, Rich Adams, and Bob Hodes. See the picture of this trio at the end of this article.

If you have never been to a WESTFAC contest, consider attending the next one tentatively scheduled for October 2024. It's an easy drive from San Diego on Highway 8 and the temperatures are always comfortable in Arizona in late October.

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Henry Towes, Rich Adams, and Bob Hodes - Junkers Ju 52 Models at Buckeye, AZ



Vultee XP-54 “Swoose Goose” by Rich Adams

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Korda Victory ROG Launch at Buckeye, AZ - photo by Bruce Grawburg



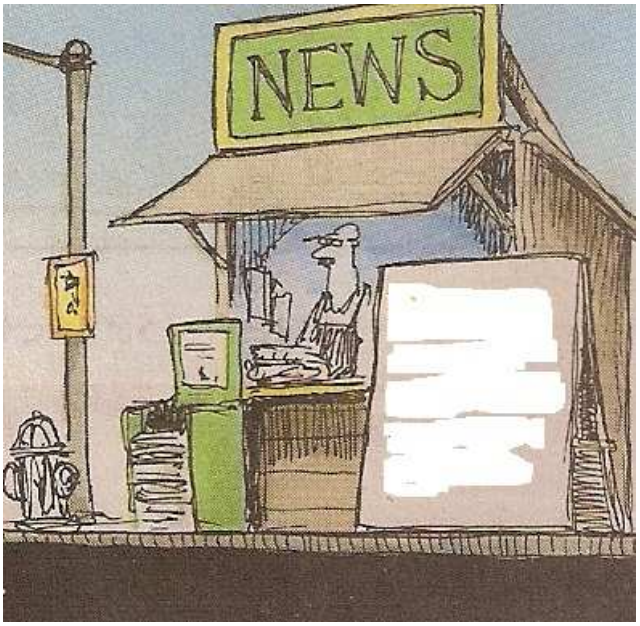
Korda Victory Climbing at Buckeye, AZ - photo by Bruce Grawburg

Orbiteers
SAN DIEGO

San Diego Orbiteers
Flying Schedule 2023
Taibi Field Perris, Ca

Primary Date	Rain Date	Event	CD
August 20	Aug 27	P-30 Power Glider 5x5 HLG, CLG	
September (15,16,17)		Free Flight Championship, Lost Hills	
September 24		Coupe Glider/Power	
October 15	October 22	OT/NOS Glider/Power	
November (10,11,12)		Dual Club Annual, Lost Hill, Ca.	
November 19	November 26	P-30 Glider/Power	
December 17		Make-up	

MP 8/23



← Flying on Sunday
November 19TH

Orbiteer Outdoor Monthly Picture Page - Photos by A.Bartick



Field Discussion



Clint Brooks



David Wade



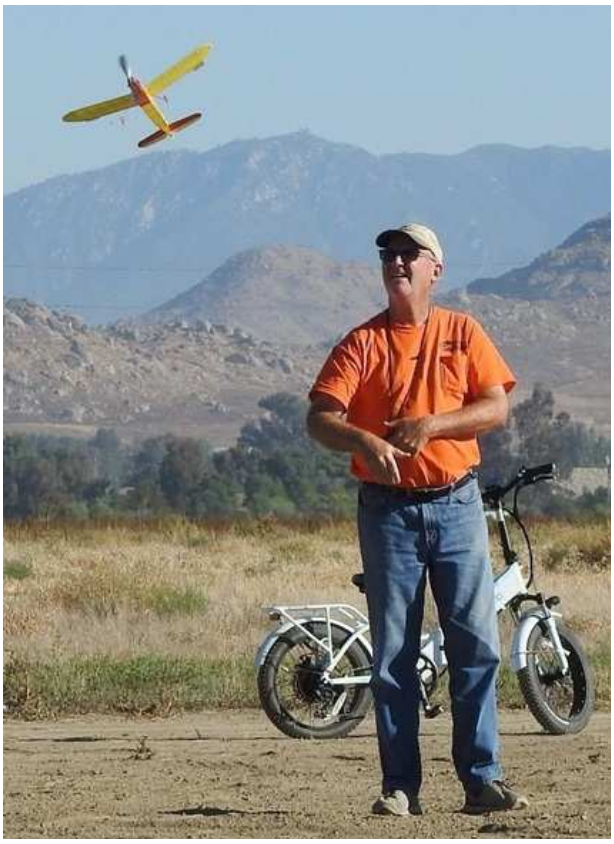
Matt Kruse

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Orbiteer Outdoor Monthly Picture Page (Continued) - Photos by A.Bartick



Mike Pykelny



John Merrill



Science Olympiad Participants



Daniel Guo



Stan Buddenbohm

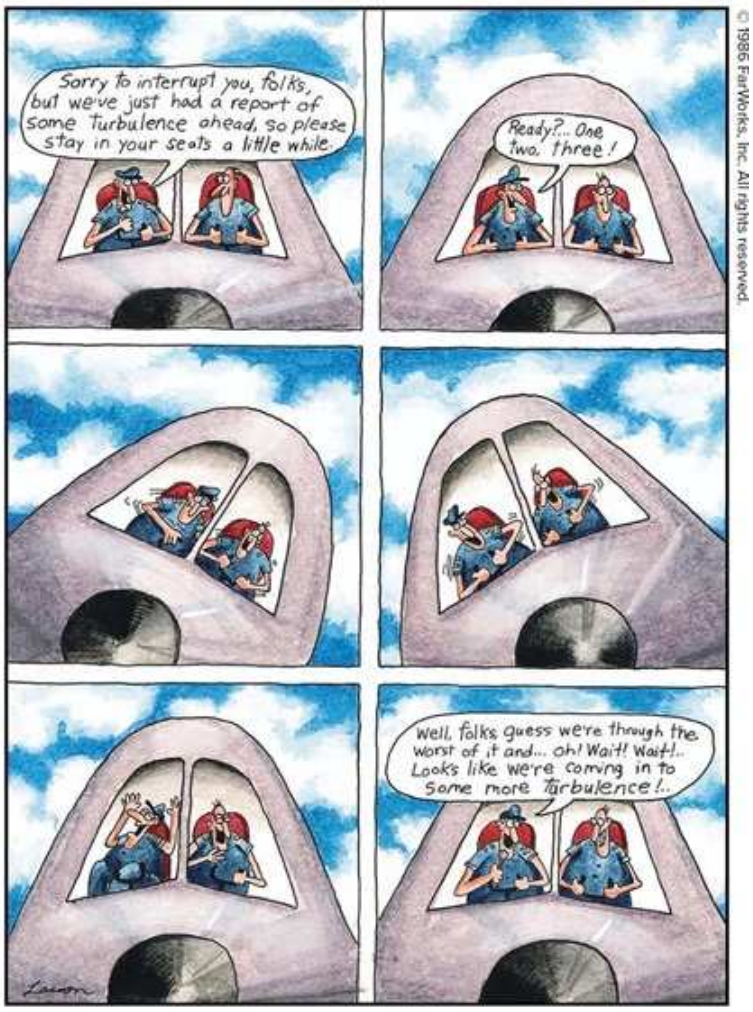
From the Work Bench (My most recent builds) - S.Buddenbohm



E20 Built Up



P30 New Air Shark



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hlhaupt1033@att.net

Don Bartick …….. (760) 789-3773
dbartick@4-warddesign.com

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

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

Tim Batiuk ……..(949) 547-4644
tbatiuk@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
Kathy McLaughlin…….(619) 303-0785
kamclaughlin1@cox.net
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

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www.SanDiegoOrbiteers.com
Webmaster: Kathy McLaughlin

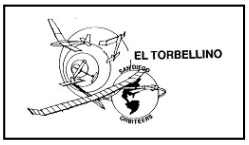
CONTRIBUTORS THIS ISSUE:
Mark Chomyn
Mike Jester
Stan Buddenbohm



PHOTO CREDITS THIS ISSUE :
Mike Jester Page 3, 5, 6
Arline Bartick 8, 9
Stan Buddenbohm 10



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



WHAT'S HAPPENING - November / December 2023

November 19 - San Diego Orbiteer Outdoor Monthly
Taibi Flying Field, Perris CA, 7:30 am
Events: **P-30 / GLIDER / POWER**

December 17 - San Diego Orbiteer Outdoor Monthly
Taibi Flying Field, Perris CA, 7:30 am
Events: **Make-Up Events**