EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

August 2026

The Prez's Corner *– Don Bartick*

As I said in last months article, Arline and I were in Muncie, Indiana to participate in the Free Flight segment of 100th National Model Airplane Contest. It was also an opportunity to visit the National Model Airplane Museum to see in-person the new P-30 Exhibit I spearheaded over a 15-month period.

With regard to the contest, I bombed out. Monday and Tuesday were available to me for testing because my first event to fly was on Wednesday. I thought this was perfect, in that I could perfect my E-36 and 1/2A planes. Not to be. The weather on Monday was overcast and mild with 3-5 mph wind. Great, I thought. I prepared the E-36 for flight. Had the remote engine and DT transmitter ready for anything that went wrong. Set the run time for 7 seconds and let her go. Looking good. Spiraling up to the heavens. Then around 6 seconds the wing blew up. Parts and pieces fluttered to the grown with the exception of the fuselage that arrowed into the ground. Didn't matter that it was grass. The battery shot through the pylon, making a mess of things. Apparently, there was weakness in the wing D-box that I hadn't detected. This is not a new airplane. But at that moment, it was a mess. Could I fix it was yet to be determined. I had time.

I put the 1/2A together. The plastic wing covering had loosened a bit during the trip across country and the wash-in on the right panel appeared to be a slight wash-out. Never fear, I had a tab on the right panel to compensate. Made what I thought was the right adjustment. Set the timer for 4 seconds with a quick DT. Wasn't quick enough. The plane went right, dipped the right panel and plowed into the grass. Broke the fuselage. All repairable. At least I thought. Monday night was spent trying to repair 2 planes. Didn't work. The 2 planes were entered in E-36, F1S, Classic 1/2A, 1/2A and F1G. So much for that. Note, that I only took 3 planes to NATS. A bit ambitious, if I do say so. Well, I'm now left with my tried-and-true High Tail P-30 for the Friday P-30 event. Friday came. The weather was overcast with mixed wind conditions. Temperature ranged from the 70's to mid-80's. Not bad conditions. Unfortunately for me, I don't know how to read the thermals in these prevailing conditions. I had my thermal pole with an instant temperature devise to at least let me know when a thermal was developing. But the temperature rise was so shot lived. Furthermore, the cloud cover could put a ceiling on the height I could attain under power. I saw other P-30s perform. Some did well under power and maxed. Others struggled to gain altitude and didn't max. Seemed like a crap shoot. So, without further ado, I wound up my P-30. Launched it during increased temperature and climbed to a moderate height. Just enough to make a max. So far, so good. Wound up again. Waited for a temperature bubble and launched. The plane started out well, nose high and then it seemed like it hit a ceiling. Couldn't punch through. Ended up with 84 seconds. That was that for that. No way to place.

Back to the museum. On Tuesday, Arline and I met with Michael Smith, the Director of the museum to look at the new P-30 Exhibit. Pictures don't do it justice. It's a wow. A wonderful tribute to Orbiteers John Oldenkamp and Harry Steinmetz. Arline took copious pictures. Some of them follow this article.

On another subject. The Perris Taibi field. I received word from Mike Pykelny that according to Clint Brooks, who made a recent visit to the field, that the launch area had been plowed. It was now too soft to park on. Apparently, Clint made a couple flights. He reported that the chase was

very difficult on the newly plowed field. John Swan was at the last Indoor session on August 2nd. He lives near Perris and would take a look at the field and report back to me his findings. As I reported last month, we would be flying there at our own risk. Stay tuned.

In closing, I want to continue nagging our members to seriously consider Indoor Free Flight. We have a good venue. Plus, Indoors has perfect weather, short chases and great competition. Shortfall: we need more participants to help defer the costs. Next Indoor session is scheduled for October 4th. Competed events are Catapult Glider and FAC Jet Catapult.

That's a wrap.

Remember: "Mistakes are forgivable if one has the courage to admit them".

-Bruce Lee

FROM THE WORKBENCH - J.Merrill

It occurred to me one day that although I've built a number of Embryo class models, I didn't have anything in what I'd call an airworthy condition. Certainly not anything competitive.

About the time I was thinking about that situation, I got an email from BMJR with info about a sale and free shipping for a limited time (just a few days). So I went to their website and ended up buying 4 Embryo short kits. Started on the first one last night, as seen in the picture. It's a Jabberwock Jr., a model approximately 1/2 size of the original which was designed by Wally Simmers back in 1939. The original Jabberwock is noted as being the first production kit to feature a folding prop.

It was also one of my dad's favorite rubber powered models, so I chose this one to build first.

The kit has nicely done laser cut parts, and looks like it will go together fairly easily. At the rate I tend to build, it should be ready to make it's flying field debut by early next year! I'm hoping for next month, but we'll see.

So, what's on your workbench?



Single Blade Propellers on Vintage Coupe d'Hiver Models

By Mike Jester

Someday I hope to build a vintage Coupe d'Hiver such as the Barbar that utilizes a folding single blade folding propeller. All single blade propellers for use on rubber powered models that I have seen share the same basic design shown in the picture below. They have a wire arm with a counterweight projecting opposite the lone blade. This arm is curved rearwardly. The thrust, drag and centrifugal force generated by the lone blade require careful static and dynamic balancing of the blade and the counterweight. The wire arm is normally made a little longer than needed and the counterweight is typically provided with a suitable sized hole so that it can be moved along the arm and then soldered in position. The wire arm can be bent to adjust its amount of curvature. With the single blade propeller installed in the model and the optimum size rubber motor wound, the spinning propeller can be observed to see if the blade or the counterweight throws outwards. At the same time the amount of vibration can be observed. Depending on whether the rotating blade is canting forward or rearward, the wire arm is bent in the appropriate direction to reduce the vibration.



Vintage Coupe d'Hiver – Barbar built from Vol Libre plan

Keep in mind that once the single blade propeller is dynamically balanced, you may need to statically balance it again. Also, the single blade propeller may only be dynamically balanced at a predetermined RPM. The RPM of a single blade propeller on a Vintage Coupe varies greatly during the climb and cruise phases of its flight. In theory, when balanced both statically and dynamically, a single blade propeller is more efficient than a two-blade propeller with the same pitch and blade plan form. This is because the single blade is

traveling through undisturbed air as it rotates. However, this gain in efficiency is offset to some degree because the single blade must travel at a higher RPM to generate the same thrust as the two-blade propeller since drag goes up exponentially with air speed. But two blades generate more drag than one blade at the same RPM.

Obviously, it takes less time to carve a single prop blade than a pair of blades. However, a great deal of time must be spent building the counterweight and arm of a single blade propeller and trying to balance the same to eliminate most of the vibration it induces to the airframe during a flight. I have never mastered the art of soldering, despite cleaning the metal surfaces, using good flux, using the "best" solder for the job, and employing a proper soldering iron at the optimum temperature. Wrapping the joint with tiny Copper wire does help the solder flow and improve the strength of the finished solder joint. Many free flight modelers would never be bothered with this finicky archaic propeller design. But I think the look of such a propeller on a vintage rubber powered model when static and its unique appearance when climbing out both have a very nostalgic appeal. And there is also the wow factor at the flying field when someone unfamiliar with the concept sees that such a counter-intuitive device dug up from the past works quite well. You can save time if you want to experiment with single blade folding propellers by buying the Retro RC kit for a 14 ½-inch folding single blade propeller.



Retro RC 14 ½ Inch Diameter Single Blade Folding Propeller

RETURN TO INDOOR FLYING --- Don Bartick

August 2nd, 2026 Indoors at the Los Coches Creek Middle School gym. The 2 competitions were A-6 and FAC No-Cal

Nine flyers registered and 5 entered the events. 4 in A-6 and 3 in Phantom Flash, although only 1 put in an official flight. The best 3 of 6 official attempts were scored and added together. The results were:

A-6

1st Mike Jester	603 seconds
2nd Greg Hutchison	478 seconds
3rd Don Bartick	410 seconds
4th Walter Ainslie	232 seconds

FAC No-Cal

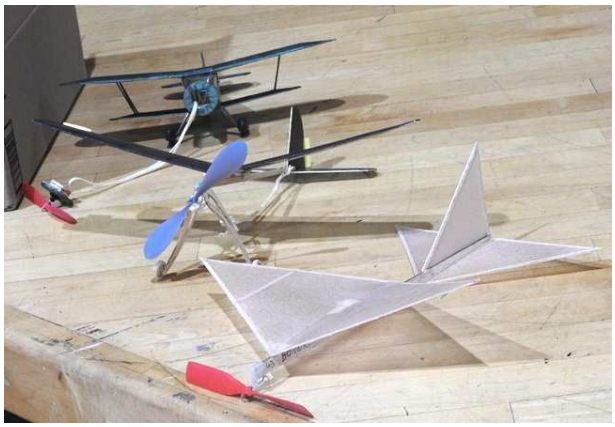
1st William Scott	105 seconds

The flying conditions were exactly the way we wanted. Floor was clear, basketball backboard fully elevated and all A/C units were off.

For this event, the 9 participants contributed $320. Enough for the normal rental of the facility. In this case, we received a discount because the A/C Units were not turned off for the June session. Total rental of $169.75. The extra $150 was submitted to the SD Orbiteers Treasurer to be held for future shortfalls. Next Indoor is scheduled for October 4th for 4 hours-8am to noon. Minimum contribution to participate is $30. Additional contributions are welcomed or may be needed. Competition events are free. Events will be Catapult Glider and FAC Jet Catapult. Of course, bring whatever you have to fun fly.

Up, up and away!
Don







Photos by Arline Bartick

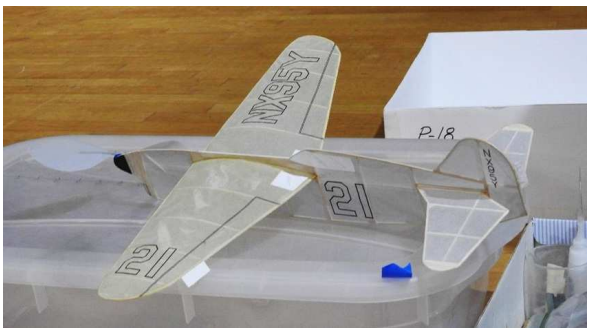
RETURN TO INDOOR FLYING --- August 2ND Photos by Arline Bartick

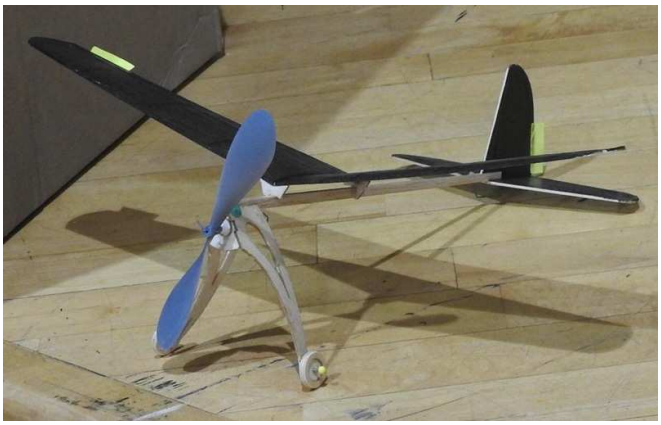


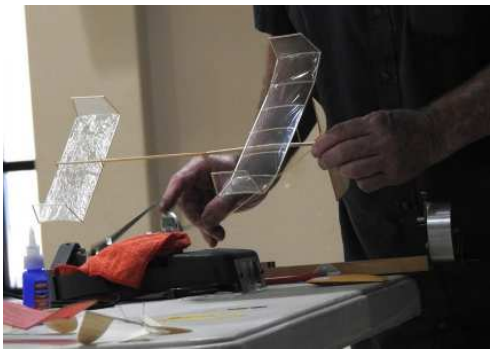












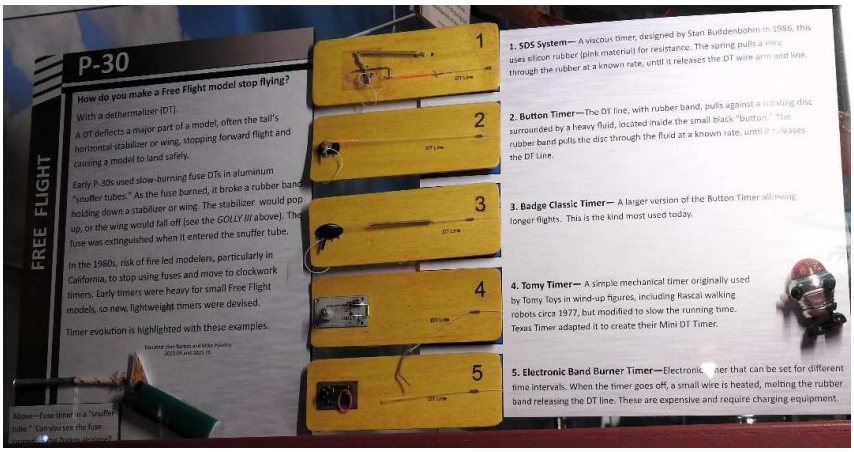
Orbiteers
SAN DIEGO

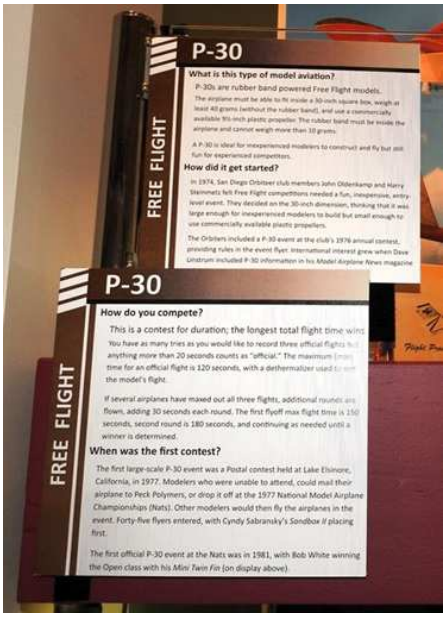
AMA MUSEUM P-30 EXHIBIT - Photos by Arline Bartick

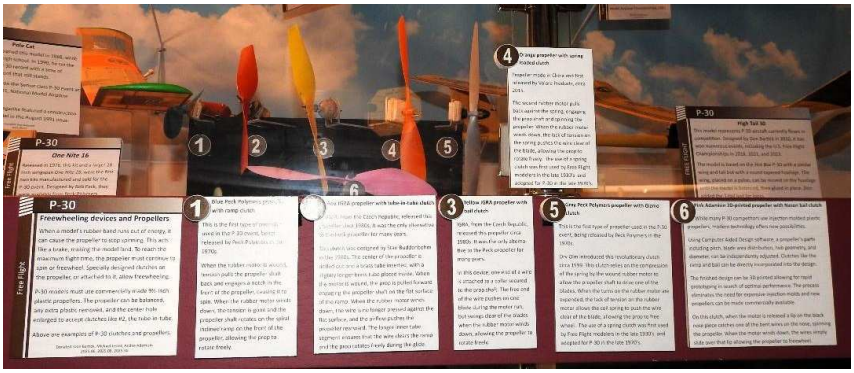


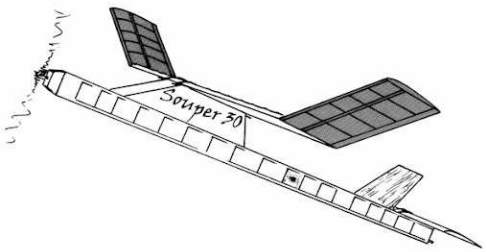












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ORBITEERS MEMBERSHIP DUES

Annual Membership - $20
Lifetime Membership - $250
Non-Member Newsletter Subscription - $15
Junior Members 16 years old or younger - Free

Submit Dues to Club Treasurer:
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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.

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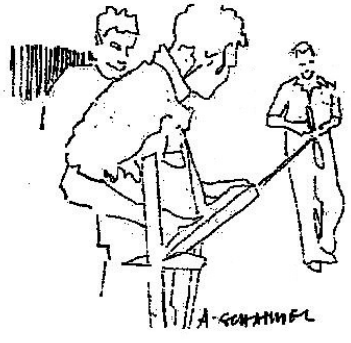


Don Bartick
Mike Jester
John Merrill

PHOTO CREDITS THIS ISSUE :



Mike Jester Page 3, 4
John Merrill 2
Arline Bartick 5, 6, 7



San Diego Orbiteers
Flying Schedule 2026
Taibi Field Perris, Ca

Primary Date	**Rain Date**	**Event**
August 16	Aug 23	Coupe/Glider/Power
September	(TBD)	**Free Flight Championships, Lost Hills, Ca**
September 20	September 27	OT/NOS Rubber/Glider/Power
October 18	October 25	P-30/Glider/Power
November	13,14&15	**Dual Clubs, Lost Hill, Ca**
November 22	November 29	Coupe/Glider/Power
December 13	No Date	Make-up

MP
12/25



56th United States Free Flight Championships

September 25-26-27-28 2026 Lost Hills California
Category II National and America Cup Competition
Contest Times : Fri and Sat Sun Up to Sun Down
Sun. Sun up to 3:30 P.M. Mon. per F1E event director

AMA Events	NFFS Events
1/2A gas	1/4A,Early 1/2A 1/2A Nostalgia gas combined
A gas } Combined	A Nostalgia
B gas }	B Nostalgia } Combined
C-D gas	C-Nostalgia }
HLG (J+SO)	Golden Age 1/2A Gas only
Cat Glider (J+SO)	Small +Large Nostalgia Rubber combined
P-30	Andrade Rubber
E-36	E-20
A-B electric combined	Classic Towline
Mulvihill -Moffet Combined	

SAM Events on request SAM rules
Any of the above events can be flown on Fri,Sat or Sun and completed on subsequent days Additional events on request of 3 or more fliers

SCHEDULED EVENTS

FRIDAY	SATURDAY		SUNDAY		MONDAY
Vintage FAI Power	F1A	F1Q	F1G	F1S	F1E
Vintage Wakefield	F1B	F1P	F1H		
Pro P-30	F1C		F1J		

ENTRY AMA and Lost Hills membership required
Fees Entry and first event $ 40 subsequent events. Unlimited Juniors No entry fee $5.00 each event.

Awards CASH Sweeps $ 100 total hightime any 5 AMA or NFFS events

Entrants	Place 1	2	3
5 ormore	$50	$25	$15
4	$25	$15	
3	$15	$5	
2	$5		
Juniors	$15	$10	$5

AMA and NFFS rules current run times and maxes FAI rounds and maxes per event director Mike Mckeever Vintage events and Pro P 30 start 8A.M. 5 90 minute rounds. 1st round power and wake240 seconds pro P30 180 seconds. HLG and CAT from Pen

CD Glenn Schneider (gtodds@ sbcglobal.net)AMA 1648 925 743 1398

DUAL-CLUBS
FREE FLIGHT BONANZA

A National Cup Points Event

AMA SANCTION 19884 - CLASS AA, CATEGORY 2
SAN DIEGO ORBITEERS 67th ANNUAL - SPONSOR OF AMA EVENTS
*
FRESNO GAS MODEL CLUB 86th ANNUAL - SPONSOR OF NOSTALGIA, TEXACO & OLD TIME EVENTS

* November 13th, 14th & 15th, 2026*
* LOST HILLS, CA *

FRIDAY ONLY	*SATURDAY*	*SUNDAY*
7 AM – NOON, 1 - 5 PM *1 HOUR LUNCH BREAK WITH ICE CREAM SOCIAL* *NO OFFICIAL FLIGHTS DURING THE BREAK*	*7AM-4PM* *5PM FOOD FEST*	*7 AM – 3 PM* *3:15 AWARDS CEREMONY*

FLY ANY REGULAR EVENT ANY DAY. IF CLEAN, YOU CAN CONTINUE THE FOLLOWING DAY(S)

1/2A GAS (1)	EARLY 1/2A NOS	E-36 (1)	.020 REPLICA
A GAS	1/2A CLASSIC POWER	A ELECTRIC	A/B/C PYLON/FUSELAGE COMBINED
B GAS	A/B CLASSIC POWER	B ELECTRIC	1/2A TEXACO
C/D GAS COMBINED	1/2A GOLDEN AGE (GAS)	MULVIHILL	FULL SIZE TEXACO
1/2A NOS	RUBBER/WAKEFIELD NOS	CLASSIC TOWLINE	1 MINUTE TARGET
A NOS	HAND LAUNCH GLIDER (1)	SMALL OT RUBBER STICK/ CABIN COMBINED	
B NOS	CATAPULT LAUNCH GLIDER (1)	LARGE OT RUBBER STICK/ CABIN COMBINED	
C NOS	P-30 (1)		

(1) Junior & Senior/Open Event

See Special Instructions on backside

SCHEDULED EVENTS

FRIDAY	*SATURDAY*	*SUNDAY*
VINTAGE WAKEFIELD 9:30AM -GOLLYWOCK MASS LAUNCH	8:30AM P-30 MASS LAUNCH VINTAGE FAI POWER NIGHT GAS	8:00-8:15AM DAWN MULVIHILL

CASH AWARD & Certificates for 1st, 2ND & 3RD PLACE with 3 or more entries.

$30 REGISTRATION Sr. & Open / $2 Jr
$5 per Event Sr. & Open / $1 Junior –
OPTIONAL: $50 For Registration and Unlimited events

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Steve93612@comcast.net

SPECIAL INSTRUCTIONS

(LOST HILLS FF MODEL AIRFIELDASSOCIATION CARD REQUIRED ($25 AT FIELD TO JOIN)

FRIDAY NOON to 1 PM LUNCH BREAK & SUNDAE SOCIAL

The contest will be suspended for 1 hour for lunch and the San Diego Orbiteers famous ice cream social. This is a great time to relax, cool off, have lunch and enjoy the ice cream sundaes. We will provide ice cream, & sundae fixings, napkins, plates and plastic ware.

PRIZE DRAWING

The Fresno GMC once again has collected an enormous amount of model stuff for their drawing. Any events entered that are sponsored by them, the contestant will receive a drawing ticket. Drawing to be held right after Sunday's award ceremony.

BILL BOOTH, SR. MEMORIAL

High time in Old Time Gas. Includes 020 Replica, but not Texaco. Winner will receive a special award from the Fresno GMC.

HAND LAUNCH GLIDER & CATAPULT GLIDER

Hand Launch Glider & Catapult Glider will to be launched from an established glider pen on the field. Max's are 120 seconds Hand Launch and 90 seconds Catapult. All flights count.

NIGHT GAS FLYING

All engine classes combined. Event window between 6:30 pm – 9pm. Engine runs in accordance with aircraft classification; i.e., AMA or Nostalgia.

VINTAGE FAI POWER

For rules, please go to this website: www.freeflight.org/wp-content/uploads/2026/01/2026-2027NFFSCompetitionRules_Rel_1.pdf A copy of the rules will be available at the CD's table. *First five (5) flights must be between 7:00AM – 11:30 PM.*

VINTAGE WAKEFIELD

For rules, please go to this website: www.freeflight.org/wp-content/uploads/2026/01/2026-2027NFFSCompetitionRules_Rel_1.pdf A copy of the rules will be available at the CD's table. *First five (5) flights must be flown between 7:00AM – 11:30 PM.*

P-30 MASS LAUNCH

Saturday morning 8:30 AM sharp. Mass launch in front of Headquarters; 1 flight, no max.

DAWN MULVIHILL (Timer can ride with contestant)

Sunday morning 8:00 – 8:15 AM launch window, 1 flight, no max.

GOLLYWOCK MASS LAUNCH

Friday morning at 9:30AM sharp. Mass launch in front of Headquarters; 1 flight, no max.

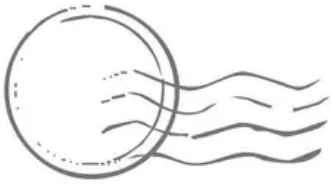
TEXACO (Timer can ride with contestant or follow using their own chase vehicle)

1 MINUTE TARGET

Any Sport Plane, such as: Dakota, Sniffer, Tom Boy, Sioux. Even Peewee 30.

6 official flights. All count. Fight duration must be equal to or over 1 minute. Score will be the number of seconds over 1 minute for each of the 6 official flights. Flights under 1 minute will be an attempt. No limit on attempts. Lowest total of 6 official flights wins.

SAN DIEGO ORBITEERS
Howard L. Haupt / Editor
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WHAT'S HAPPENING -

Sept 20, 2026 - San Diego Orbiteer Outdoor Monthly
Taibi Flying Field, Perris CA, 7:30 start time
Events: OT NOS Rubber / Glider / Power

Sept 25-28, 2026 56TH United States Free Flight Championships
See enclosed flyer for details

Oct 04, 2026 - San Diego Orbiteer & Scale Staffel Indoor Flying
Los Couches Creek Middle School
9669 Dunbar Lane, El Cajon CA
Events: Catapult Glider / FAC Jet Catapult / Fun Fly
Flying Hours: 8am to Noon
Minimum donation is $30 to fly

Nov 13-15, 2026 2026 DUAL-CLUBS Free Flight Bonanza
See enclosed flyer for details