EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

October 2026

The Prez's Corner *– Don Bartick*

I have a couple things of interest for this month.

First, Arline and I went to the 56th running of the US Free Flight Championships at Lost Hills contested the 26th thru 28th September. The weather was warm with light winds blowing SW throughout the 3 days. All very flyable. Sounds great, BUT there were few participants. Maybe 15 flying AMA, NOS and Old Time. When you distribute 15 flyers across 20 events; guess what, NO! competition. Furthermore, the cash awards were based on having 5 or more, 4 or more, 3 or more and 2 or more. Most of the 20 events had 'O'. Very few had 2. There maybe was a couple with 3. Certainly, non with 4 or 5. I didn't fly because there were no entries in P-30 or E-36.

The FAI portion had about the same participation, but they have much fewer events. They did fine.

I spent my time test flying. My new 1/2A was still having power pattern issues. With quick DT, I was fairly safe make adjustments. Except after quite a few test flights, trying to get the plane in a perfect pattern, I managed to fold the wing and the plane came tumbling down. Interesting though, the wreck ended up nose first in a lawn chair along side a RV. No dirty engine to deal with. I guess, too many, quick DT's did the wing in.

Another miss fortune for me was test flying my E-36. On the first test flight, the plane got reasonably high on a 5 second motor run. Glide was great going SW across the only part of Lost Hills that was plowed. Chasing on my electric bike started off fine but the field got too rough to continue. I watched the plane thinking it would DT any time and wouldn't be very far away to retrieve. The wind was probably in the 5-6 mph range. Well 2 minutes passed, the DT should have happened. It didn't. I continued to watch as the plane got further away. Why I didn't think to use my remote DT devise is a mystery. Finally, around 3 minute the plane DT'd about 30 feet off the ground. I'm assuming the DT got hung up or I programed the timer wrong. Anyway, I watch it hit the ground. I had a good line on it. As such, I tried again to traverse the field with my electric bike, but to no avail. So I started walking towards the plane, but after 50 feet or so, the terrain was just too rough for this old guy. The plane had a Walston transmitter with fresh batteries, so I headed back to my car to pick up my receiver. Back I went to the spot where I had watched the plane hit the ground. Got out the Walston receiver, but no signal. Non, nada. The transmitter had fresh batteries, but I neglected to test the reception after installation. I had always done this in the past. Now this plane is out of reach because of my carelessness and difficulty traversing the field. If I had a signal, I most likely would have thought to challenge myself to try to get to it. If I did, there was the return trip. Bad idea. Maybe some other flyer chasing on a quad will find it. Wishful thinking on my part.

So, for me the US Free Flight Championship was a bust. Others feel the same way. The future for this contest is now uncertain.

On the field, there was a lot of hype for the Dual-club FF Bonanza next month. Let's hope we have a better contest.

The other thing of interest is the prospect that the AMA will be selling the National site in Muncie, Indiana to a Data Center developer. This is a complete surprise to the membership and is causing considerable disdain for the Executive Council that we voted in. This is a Non-profit Organization and its membership is supposed to be kept well informed of any plans that affect the membership. Apparently, the Executive Council signed a Non-disclosure Agreement that keeps them from providing the membership information about the sale. Nor are they providing any information about the future location of the Headquarters and National Museum, should the deal go through. A petition has been floated to the membership via the internet to stop negotiations and allow the membership to weigh in. Stay tuned.

That's a wrap.

Remember: Remember: "When you aim for perfection, you find it's a moving target" – *George Fisher*



Super Glue (cyanoacrylate)
By Mike Jester

Invented by a chemist at Eastman Kodak in 1942, cyanoacrylate (CA) was originally discarded as a viable commercial product, oddly enough, because it stuck to everything! It was re-discovered by the same chemist in 1951. Starting in 1958, CA was sold as a household adhesive glue under the trademark Super Glue. That trademark was later legally held to be generic, i.e., a common descriptive term. Over the succeeding decades a number of different companies have marketed CA using Super Glue on the dispenser and packaging.

Most free flight modelers have used CA during construction and/or for quick repairs at the field or in the gym. It has the advantage of drying very quickly and forming a strong bond. However, CA joints are brittle and are much heavier than those formed with thinned nitrocellulose glues like Ambroid and DUCO. CA joints can only be dissolved with a special liquid de-bonder compound which I don't use because it exposes the user to potential adverse health risks. The effectively instant-drying feature of CA gives the builder almost no time for repositioning parts during construction or repair of a model. Nitrocellulose glue joints have reasonable drying times and can be readily dissolved by patiently brushing them with acetone.



Years ago, John Hutchison recommended that I use a medium viscosity CA sold under the LOCTITE Super Glue "Professional Liquid" brand. The bottle for this glue appears to have recently changed to a translucent white bottle from the blue bottle. I have used this product almost exclusively when I have used CA, which is relatively uncommon for me during builds. This CA is manufactured by Henkel, a large German chemical company. It is available in a 0.70 oz. (20 g) dispensing bottle at HOME DEPOT and most hardware stores. I have found it to be the best CA glue. Good CA is also sold under the PACER trademark and others.

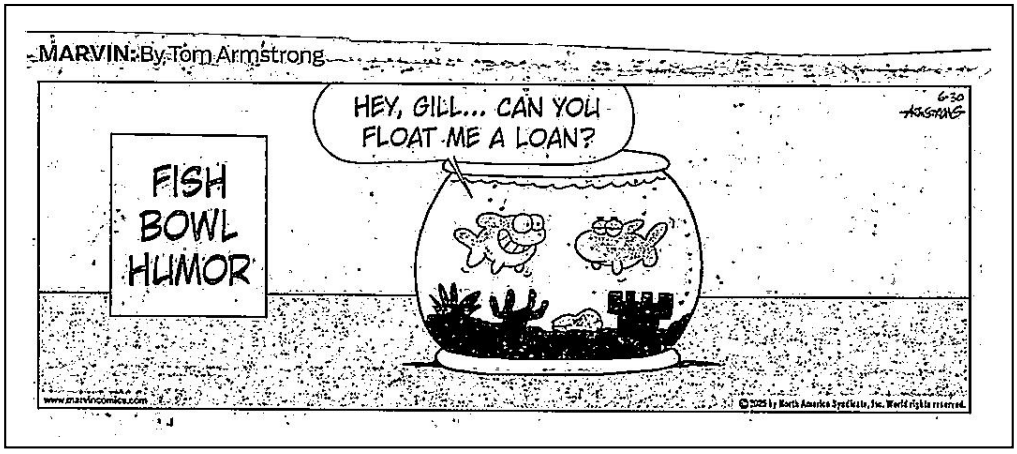
On rare occasions I use very thin viscosity CA to weep in-between the faces of opposing parts. However, be aware that thin viscosity CA will often weep where you don't want it, leaving you with a very unfortunate situation. Ask me how I know this. By way of example, thin CA weeping into the thrust bearing of a Gizmo Geezer prop assembly will make it unusable. Thin CA will also weep in between Aluminum wheel bearing tubes and landing gear struts made from bent music wire. There is no way to salvage landing gear with wheels frozen with CA.

Sometimes I am in a hurry and admit to the sin of applying CA to joints of a wing after the balsa wood parts are all held in place with magnets. When using CA during a build, cover the plan with parchment paper used for baking cookies. It has a non-stick surface that will minimize, but not completely prevent, the CA joints from sticking to the same.



You have no doubt found out that after you open a bottle of CA the entire contents of the bottle harden in matter of months despite the bottle being tightly re-capped. This is because water vapor in the air is the catalyst that causes the CA to harden. If you put the re-capped bottle of CA in a refrigerator or freezer, the water vapor in the air inside the bottle condenses. You know what happens next. I find that the hole in the tip of the nozzle of the CA bottle inevitably becomes clogged. I use a segment of music wire to ream out the hole. Sometimes I resort to using a tiny drill bit on a Dremel tool to ream out the hole. The tapered outside surface of the nozzle eventually gets coated with so much hardened CA that the blue cap will not screw back over the nozzle completely. Sometimes I can strip this hardened CA off the outside of the nozzle by gripping it with pliers and twisting. Sometimes the inside of the cap gets clogged with hardened CA so that the cap cannot screw back onto the bottle. On occasion I can dig a little of it out. Every few months I end up having to buy a new bottle of LOCTITE CA.

If a CA joint is not curing, you do not need to apply CA accelerator. I never use that chemical because it has potential adverse health effects. Just apply some saliva or sprinkle on some baking soda on the unhardened CA. In the latter case, brush off the excess baking soda on the joint. Be aware that this makes a very heavy glue joint, but this may be OK in the case of an emergency repair on a large outdoor model.



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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:
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.

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Mike Jester Page 3-4
Arline Bartick 7-8

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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dbartick@4-warddesign.com

NOS/OT: Doss Porter, Fresno GMC
(559)-251-0787
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

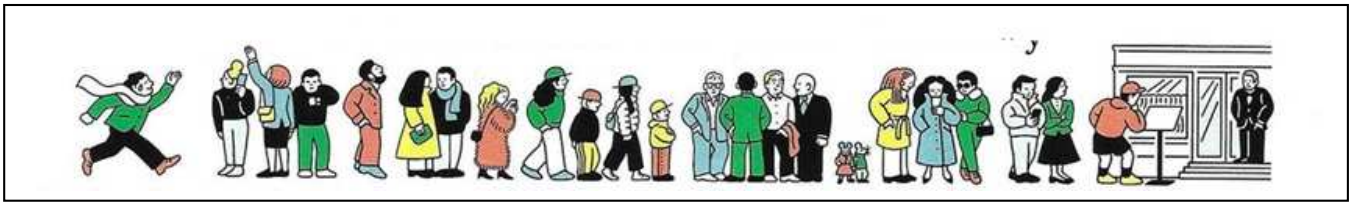
Any Sport Plane, such as: Dakota, Sniffer, Tom Boy, Sioux. Even Peewee 30.

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
Flying Schedule 2026
Taibi Field Perris, Ca

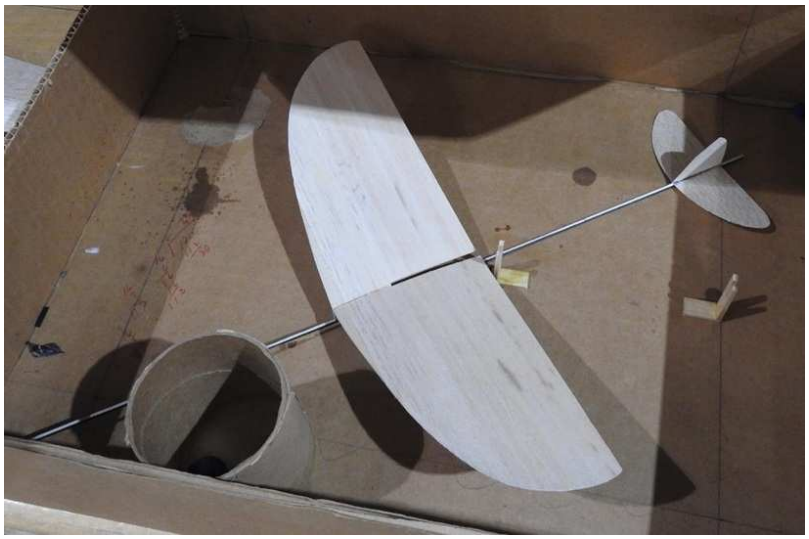
Primary Date	**Rain Date**	**Event**
October 18	October 25	NOS/OT/Glider/Power
November	13,14 &15	**Dual Clubs, Lost Hill, Ca**
November 22	November 29	P-30/Glider/Power
December 6		Indoor: A-6 / P-18 / Fun Fly Los Cochas Creek Middle School
December 13	No Date	Make-up

MP
12/25



INDOOR FLYING -- October 5, 2026 -- Photo's by Arline Bartick

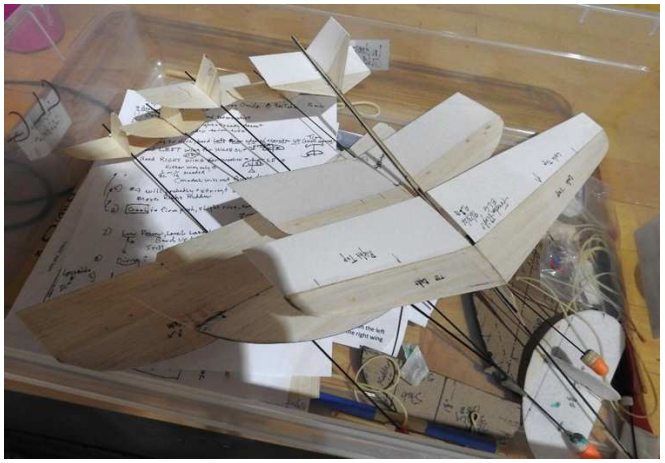






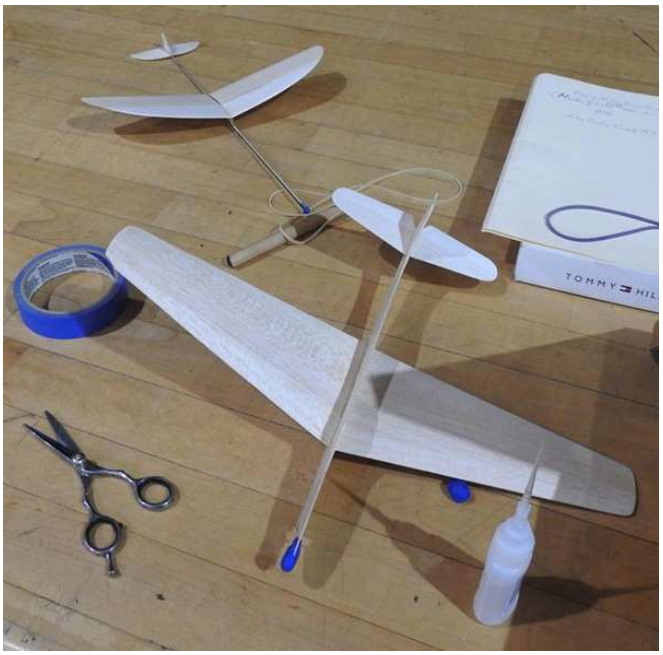






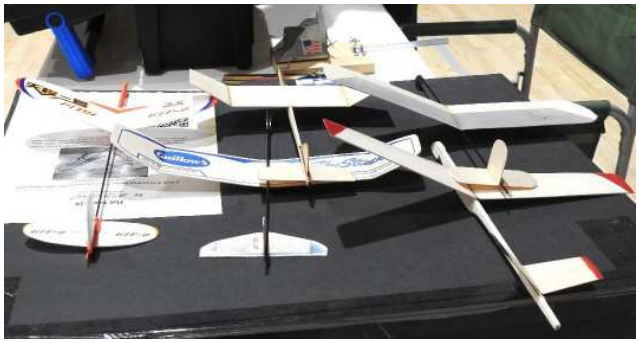
INDOOR FLYING -- October 5, 2026 -- Photo's by Arline Bartick (Page 2)





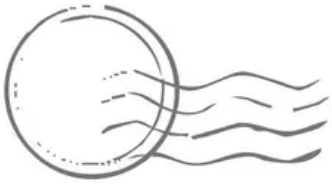








SAN DIEGO ORBITEERS
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WHAT'S HAPPENING -



Oct 18, 2026 - San Diego Orbiteer Outdoor Monthly
Taibi Flying Field, Perris CA, 7:30 start time.
Events: OT/NOS, HLG, E-36

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

Dec 06, 2026 - San Diego Orbiteer & Scale Staffel Indoor Flying
Los Couches Creek Middle School
9669 Dunbar Lane, El Cajon CA
Events: A-6, P-18
Flying Hours: 8am to Noon
Minimum donation is $30 to fly

Dec 13, 2026 - San Diego Orbiteer Outdoor Monthly
Taibi Flying Field, Perris CA, 7:30 start time.
Events: Make-Up