

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

SEPTEMBER 2011



The Prez's Corner - Don Bartick

Well, the end the summer and the start of the fall contest schedule is upon us. The biggest event this month is the US FF Champs at Lost Hills (23-25). This should be a very well attended event because this year, Ted Firster, CD is trying out an all cash award system. In fact, \$4,600 has been appropriated for the purse. So dust off everything that's flyable and go win your share. Once again ROW will be on the long list of events. Not only is this a hoot, but the competition isn't as great as other events. This means easy money---maybe. You first got to get off the water. I did with my Privy Boy last year. Unfortunately, it is iffy if yours truly will be able to attend the event. Mid September is when we pick the wine grapes in our vineyard. The picking probably won't conflict, but 10-11 days to ferment the wine, may. If I can get help with the fermentation process, I'll be there.

Attendance at our monthly meetings over the summer has been very low. No more than five, which we set as a quorum for business purpose. Those that do show seem to enjoy the chatter about our hobby. Add in the Venice Pizza and a good time is had by those that do attend. Because of the low attendance, Howard indicated that he wouldn't be bringing Pizza at the next meeting. This is unofficial. I'm sure he will comment in the ET.

Based on reports from John H., both indoor and FAC scale is doing extremely well. The passion for FAC FF is being promoted throughout the country. We could certainly use some of this passion for other FF events.

Well, I need to wrap this up. Howard has waited for me long enough. Hope to see many of you at the next meeting, September 9th. Bring something for show & tell and something to fly.

August – 2011 MEETING MINUTES - H.Haupt

With (4) members present, President Don Bartick called the meeting to order at 7:22 pm. Venice Pizza was available and consumed as the meeting got under way.

July meeting minutes given 'a thumbs up', as published in the El Torbellino.
Treasurers' report acknowledged as published.

Being one member short of a quorum of five, the meeting was conducted as an information session as reported below.

Officers Reports: - None

Contest Reports:

- FAC Scale Contest this Sunday on Aug 13TH at Otay, flying starts at 7:00 am.
- Sept 23-25TH FF Champs at Lost Hills with \$4,600 in cash prizes.
- Grossmont Indoor flying in August was conducted in the Big Gym.

Old Business:

- Mike P. provided some measurements for floor repairs of the porta-potty, ie 22"x44".

New Business:

- General discussion of the Orbiteer web site with no conclusions reached.
- Bob Beecroft, our Webmaster, is invited to our next meeting to further the discussion.

SCALE KIT GIVE AWAY

- In support of the "Golden Age Scale Models" class which will be featured at the Nov FAC Scale Contest, John Hutchison has offered to supply Scale Kits and Tissue to anyone who calls him up and asks. John's phone number is (619) 303-0785. The one string attached to this offer is that you are required to build the kit and fly it at the Nov. Scale Contest. A question was asked what would be the punishment if the completed plane

failed to show up at the contest. Answer: Death by Mamba.

Give Away #2

- John H. has numerous "VINTAGE motorsport" magazines available for anyone who asks. These issues are full color with a broad spectrum of yesterday cars of racing. Give him a call, see number above, Scoop is putting a request for a handful of issues.

Show n Tell:

- None

Meeting concluded at 7:55 pm, with indoor flying afterwards until about 9:00 pm.

2011 ORBITEER FLYING SCHEDULE

- Sept 18 - Coupe
Power, P-20, HLG & CLG
- Sept 23/24/25 FF Champs, Lost Hills *
- Oct 16 - P-30
Power, P-20, HLG & CLG
- Oct 29/30 SW FAI Champs*, Boulder City, NV
- Nov 13 - Scale Staffel FAC Contest* (3RD of 3)
- Nov 20 - Old Timer Rubber Stick (Small)
Power, P-20, HLG & CLG
- Dec 18 - Coupe
Power, P-20, HLG & CLG

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

2011 OFFICERS

- President
Don Bartick (760) 789-3773
- Vice President
Larry Miller(858) 292-1434
- Secretary
John Merrill(619) 449-4047

- Treasurer
Howard Haupt(858) 272-5656
Fudo Takagi "Treasurer Emeritus"
- Safety Officer & Field Marshall
John Oldenkamp(619) 233-4837
- Competition Director
Larry Miller(858) 292-1434
- Web Master & Yahoo Coordinator
Bob Becroft(760) 723-2499
- El Torbellino Editor
Howard Haupt(858) 272-5656

ORBITEERS YEARLY MEMBERSHIP DUES

- Junior - \$10
- Senior - \$15
- Open - \$25
- Family - \$30
- 65+ - \$15
- Lifetime - \$250
- Non-Member Newsletter Subscription - \$15

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 (#11113) 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.

ORBITEER WEB SITE

www.SanDiegoOrbiteers.com

Webmaster: Bob Becroft

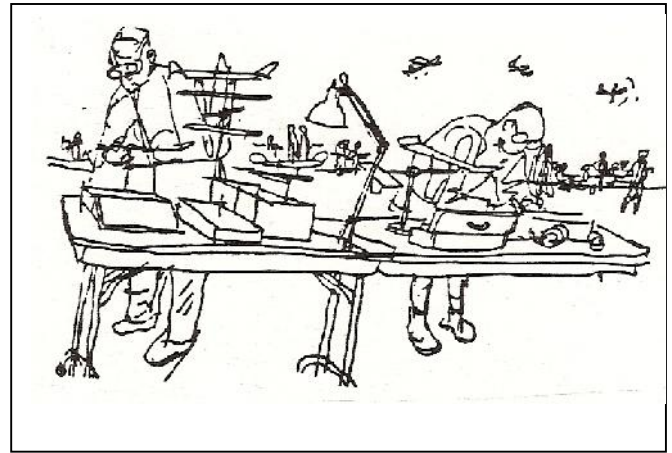


ON THE LIGHTER SIDE - H.Haupt

A small contingent of indoor modelers chose to fly indoor after the August meeting.

Well, OK, two of use crossed swords for the honor of having the high time for the evening. Results are as follows:

| | | |
|--------------|-----------|----------------------------|
| Howard Haupt | Butterfly | 62 seconds |
| Don Bartick | A-6 | Test flights with breakage |



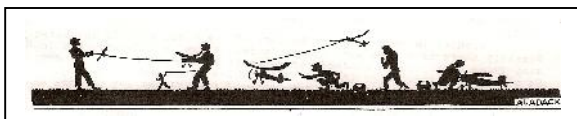
“A pizza tradition has come to an end”

With the small turn outs at our recent meetings, the pizza available for consumption has gone a wanting. With my freezer bulging with left over pizza, from many previous meetings, I am resigned to stopping the pick-up and delivery of Venice Pizza to our meetings. If this has traditionally been your early evening snack, then you will need to pick-up something on your way to the meeting to satisfy your hunger pains.

Ever wonder what gives with this pizza thing in the first place. Well, when you go back, I mean way back to the early years of the club, you will find that the tradition started more as an after meeting thing. When I joined the club back in my teens, members got together at Shakey’s Pizza Parlor, after the meetings.

As time moved forward, the clubs meeting location shifted from the North Clairemont Rec. Cntr. To the Colina del Sol Rec. Cntr., and the after meeting pizza place shifted to Venice Pizza House. Moving again forward in time, our meeting location shifted to Scripps’ Ranch Community Center, with the pizza being pick-up from Venice and brought to the meeting. Since no one likes cold pizza, our pizza consumption shifted to before the meeting when pie was still hot.

So, for now, the pizza tradition of our Orbiteer meetings has come to an end.



MONEY MATTERS - H.Haupt

Income:

| | | |
|----------|----|---------|
| Dues (1) | \$ | 15.00 |
| | | ----- |
| | | \$15.00 |

Expenses:

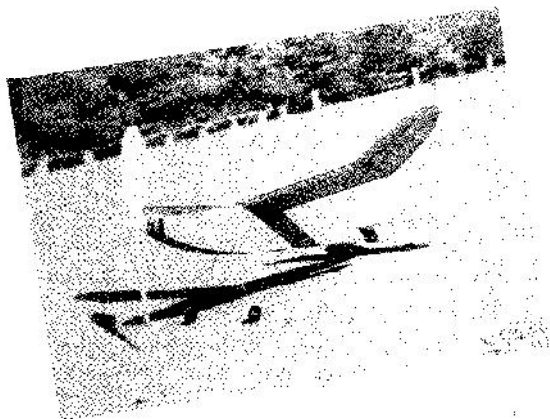
| | | |
|----------------------|----|---------|
| Spanky’s Potty Serv. | \$ | 54.25 |
| Aug. Newsletter | | 8.24 |
| Web Site Domain Name | | 19.95 |
| | | ----- |
| | | \$82.44 |

Current Balance\$914.60



NATIONALS FUSELAGE WINNER

By GEORGE REICH



George Reich, his Nationals winner, and the Berkeley trophy. Left—Photo shows extreme simplicity of this ship.

NATIONALS FUSELAGE WINNER

EACH YEAR George Reich flies a combination stick and fuselage ship at the Nationals. Before the war this "double feature" approach paid off by winning a first in the cabin event at the 1939 Detroit Nationals. Confounding those who don't believe that lightning can strike twice in the same place, Reich won first in Open Cabin with his combination stick and fuselage model, and captured second in Open Stick at the 1946 Wichita Nationals. This came mighty close to being the first model to win two separate events at one nationals. The full contest record of this particular ship is as follows: Cabin—first at Sesqui Model Airplane Meet in Cleveland, third in Scripps Howard Junior Aviators Meet at Cleveland, first at Nationals in Wichita, second in Ohio Championships at Akron; Stick—Second at Nationals, second in Great Lakes Model Airplane Championships at Cleveland.

The combination idea is a good one and should appeal to anyone who dislikes extra work. With the exception of the fuselage, the model is the same in either the stick or cabin events. Since most stick models have built-up fuselages like cabin jobs (the cross section rule for stick models is length squared, divided by 200, while the cabin rule divides by 100), the stick and cabin versions are much alike. A low windshield and slightly deeper fuselage mark the cabin version. One most unusual feature was the designer's successful use of the freewheeling type of propeller, instead of the commonly used "folder."

According to the designer, simplicity in design and construction is the key to a successful contest model. It should be designed to allow quick, easy, and positive adjustments, and so constructed that damage can be repaired quickly. An example of positive adjusting is the system of keying the wing to the fuselage so that it cannot shift around. Think how many times you have seen flights go awry because of a shifting wing or tail. For simplicity Reich used a freewheeling pro-

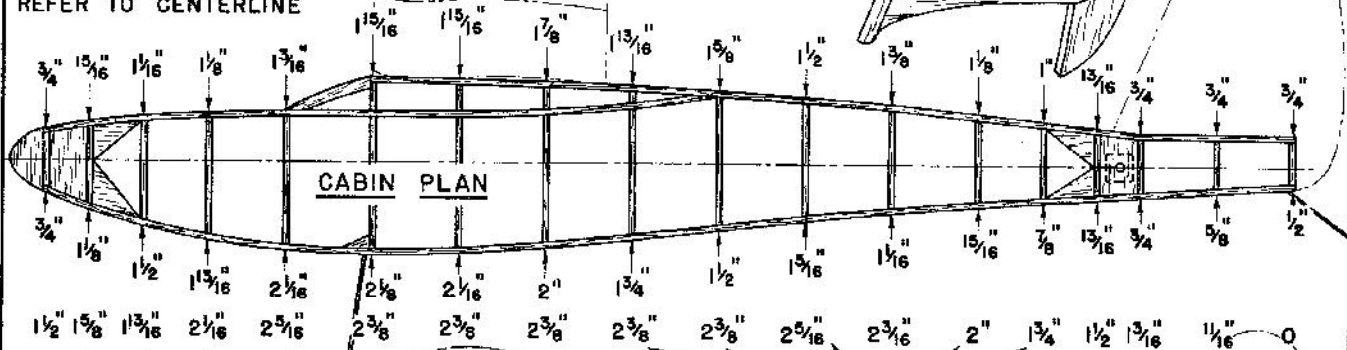
PELLER with a tensioning device for the rubber (to keep the rubber taut in the fuselage after the propeller disengages from the shaft to "windmill" in the air.) The "freewheeler" is lighter than the "folder" and easier to make. Adjusting with the freewheeling propeller proved easier and climb was more efficient, so that more altitude was reached. Though drag was higher with the "freewheeler" than it would be with a well-designed folding prop, the extra altitude more than compensated for this disadvantage.

The "box" type of fuselage is another example of simplicity. It is repaired easily in case of rubber breakage. The Jap tissue covering is applied in two layers, running cross grain to each other. This adds greatly to strength. Reich disagrees with his Cleveland friends, Korda and Lonzo over the multi-spar wing. Reich believes that few spars, and those only on the bottom of the wing, enhance the smooth flow of air over the wing.

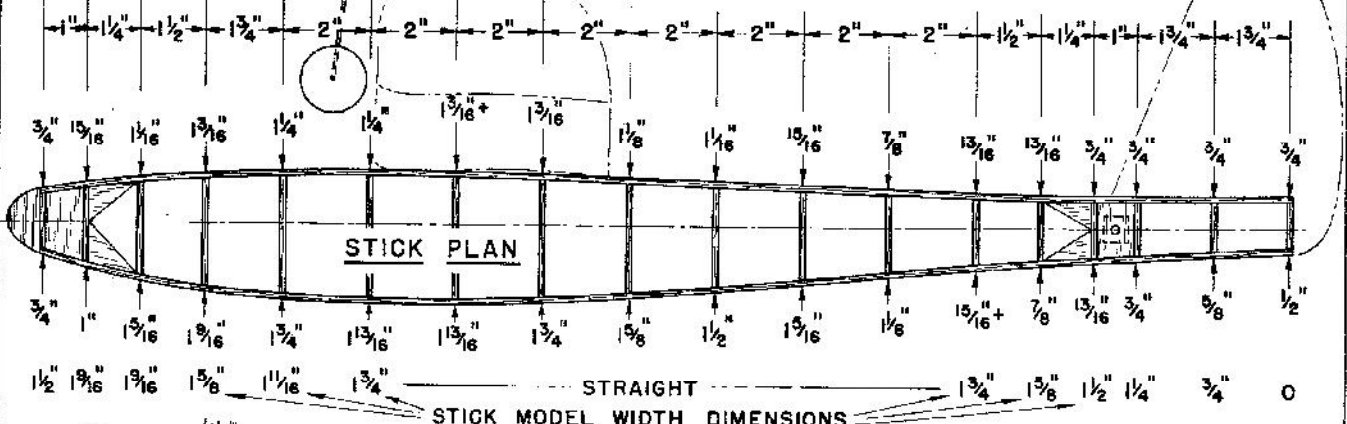
The rubber motor is made from ten strands of 3/16" flat rubber 80 inches long. This rope of rubber is doubled around a pole, making two groups of five strands each, then each group of strands is given 35 turns of the winder. The ends are then brought together and allowed to twist around each other. The motor is doubled again to make 20 strands. This stunt is common with contest builders. Before flying, it is important to remove any warps in the wing or tail. This can be done by softening the surface with clear thinner and then holding the surfaces in the proper position while the covering dries. The ship should balance at the front spar. Before the first test flight put in a little right and down thrust by means of a paper match behind the top and the left side of the block. When you have determined the necessary thrust adjustments, either cut away or add to the block as necessary. The rubber should be adjusted for a right circle, the same as in the climb, of about 100 feet. After the desired gliding circle is achieved, add the necessary thrust adjustments to take care of the climb. Once the rudder is set for the glide, leave it alone, and make all further adjustments with thrust corrections.

**RUDDER CONSTRUCTION
DETAIL**

THESE DIMENSIONS REFER TO CENTERLINE



THESE DIMENSIONS ARE CABIN WIDTHS



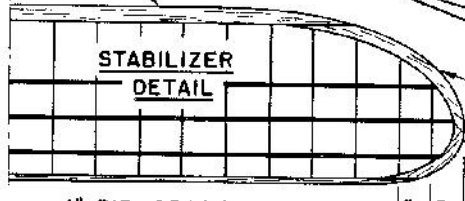
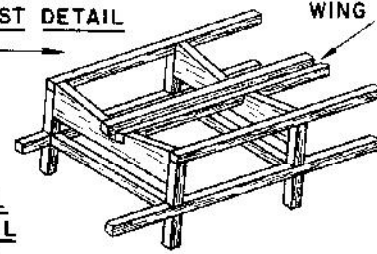
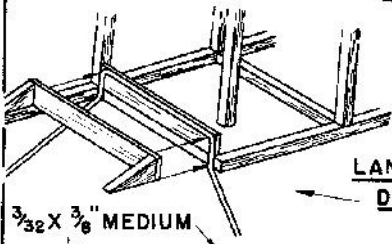
WING REST DETAIL

DOWELS ON BOTTOM OF WING RIDE IN THIS GROOVE

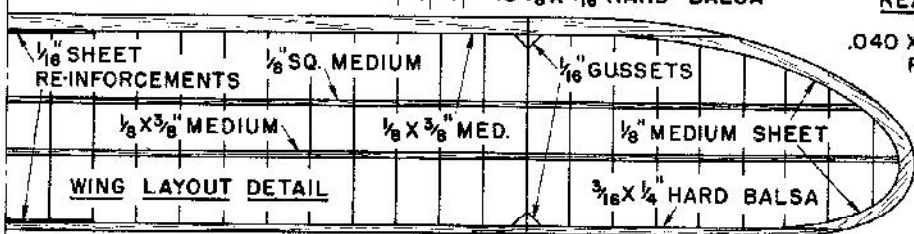
THIS DETAIL APPLIES ONLY TO CABIN VERSION

LANDING GEAR DETAIL

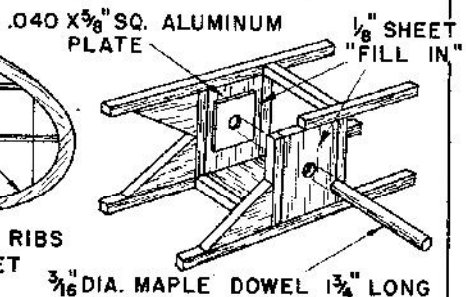
DIHEDRAL DETAIL



PLANS ON THIS PAGE ARE ONE-QUARTER ACTUAL SIZE

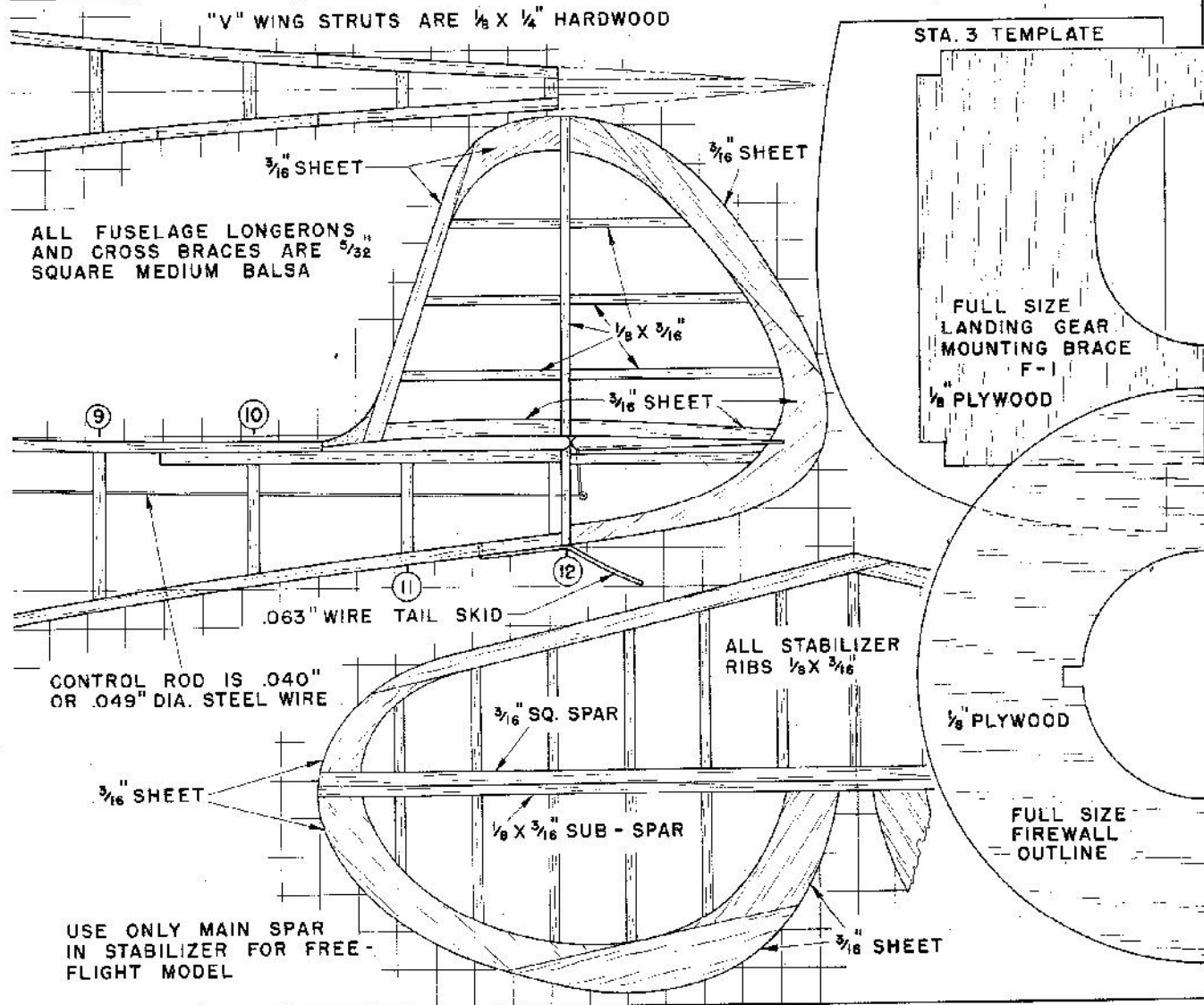
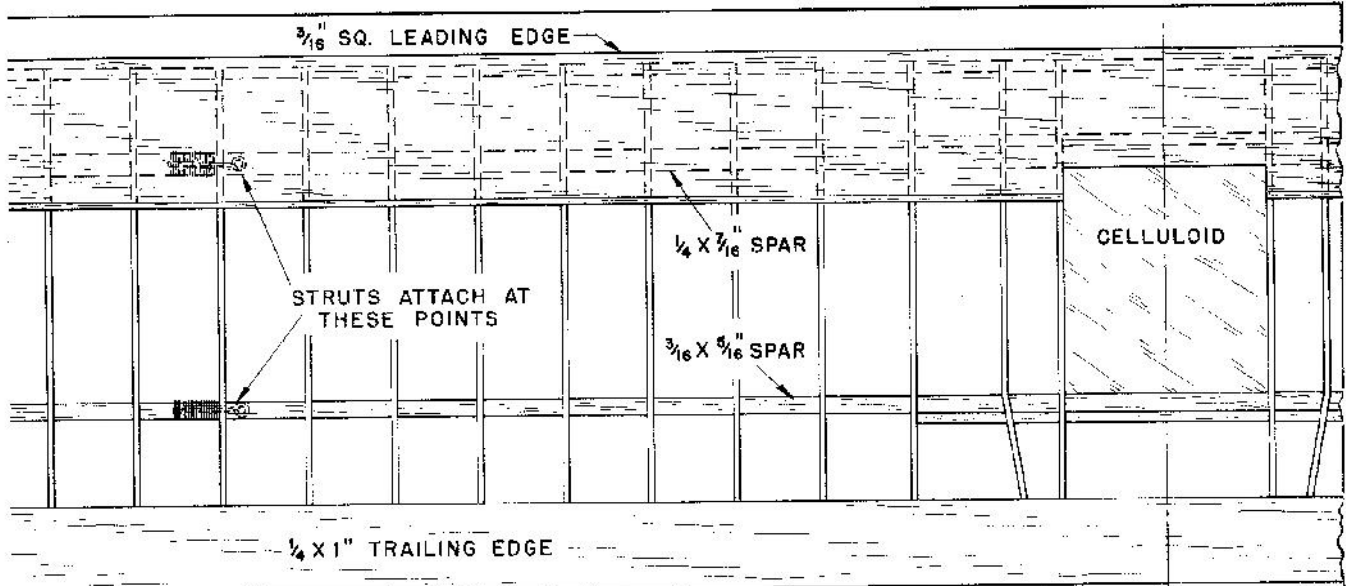


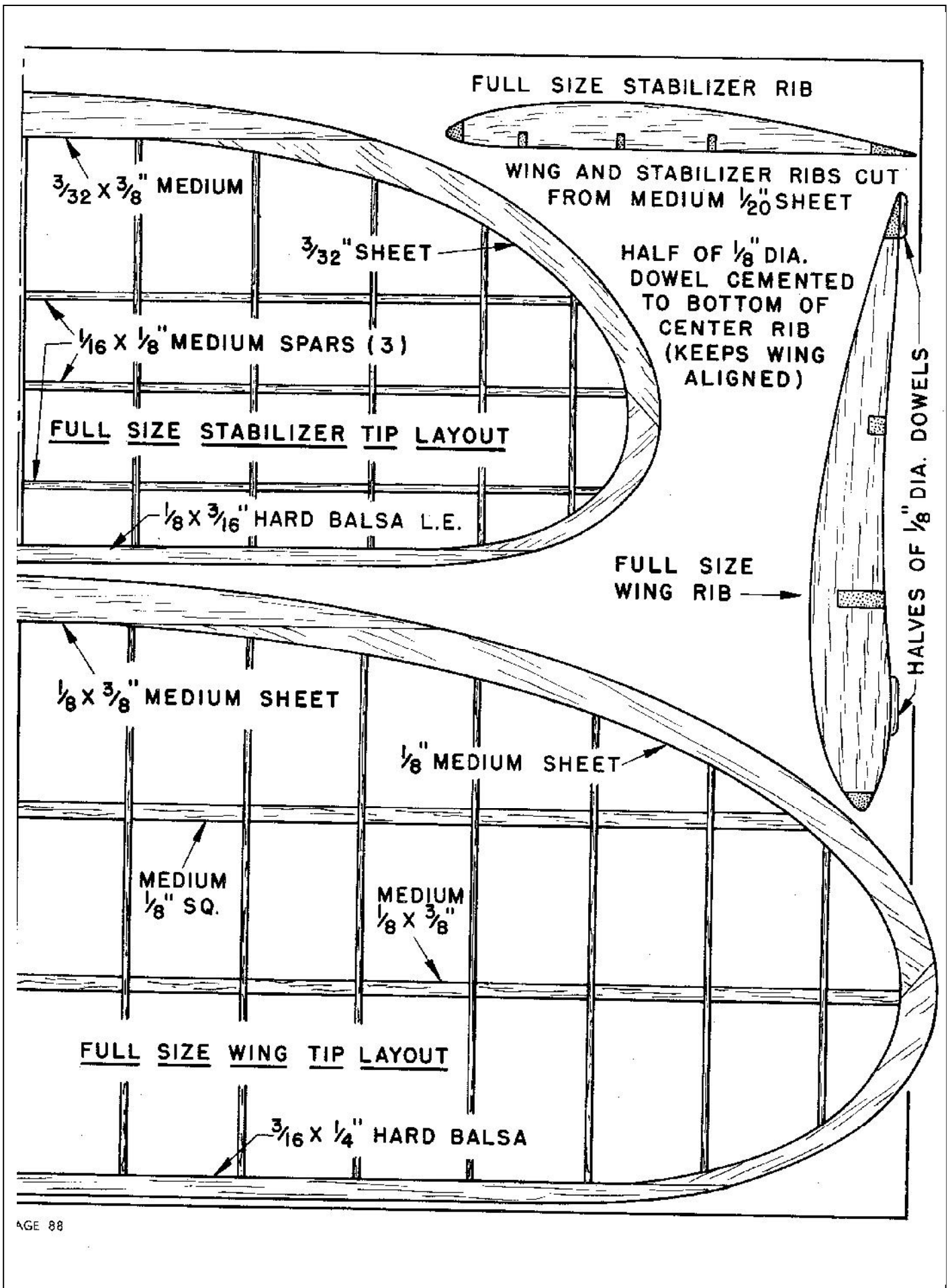
REAR FUSELAGE DETAIL

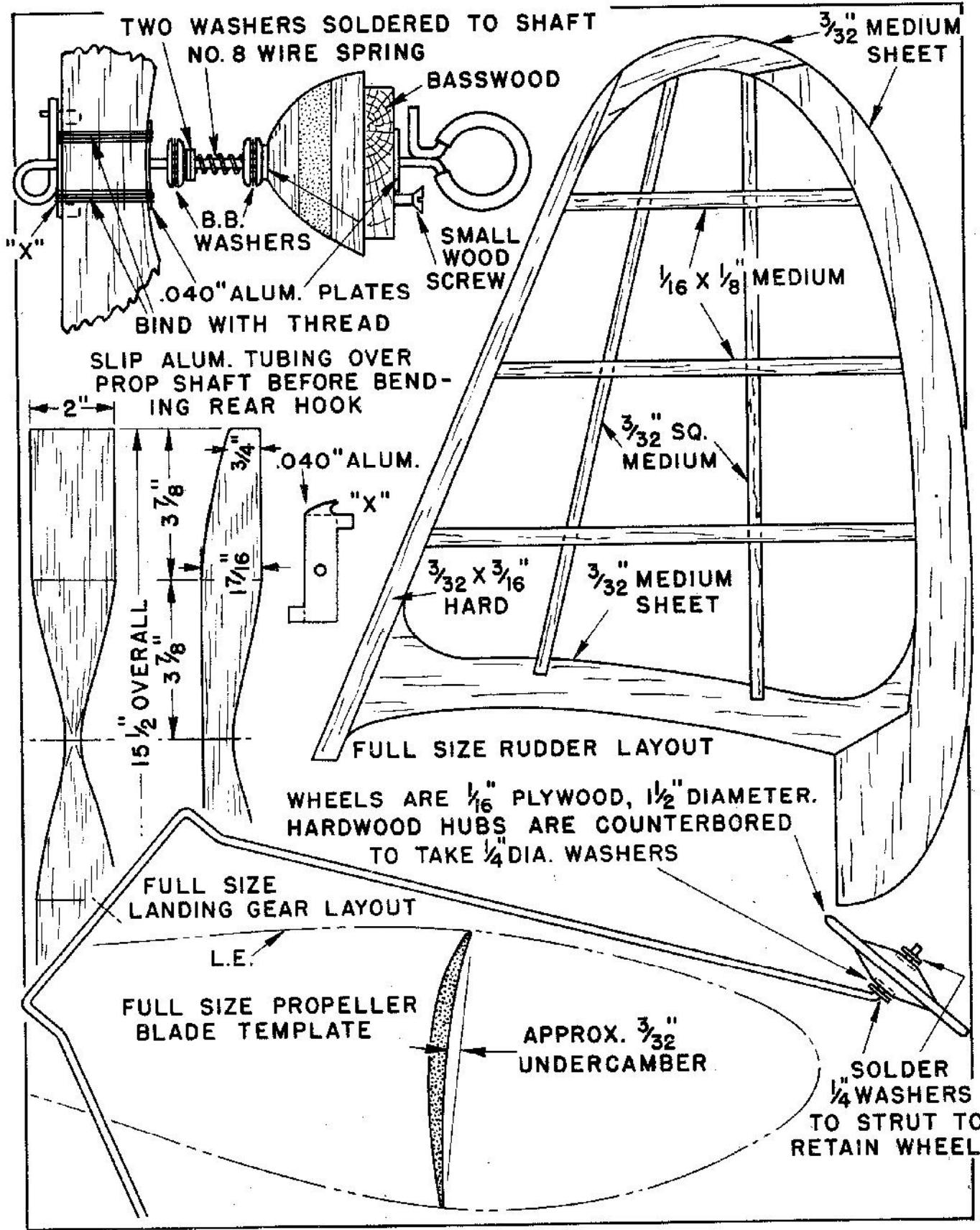


ALL WING RIBS SPACED 1" THROUGHOUT

ALL STABILIZER AND WING RIBS CUT FROM $\frac{1}{20}$ " MEDIUM SHEET







SAN DIEGO ORBITEERS
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WHAT'S HAPPENING - SEPTEMBER / OCTOBER 2011

Sept 4 - Indoor Fun Fly, Grossmont College, 9:00 am.

Sept 9 - Orbiteer Monthly Meeting at Scripps Ranch Community Center,
11885 Cypress Canyon Road, Meeting starts at 7:00 pm.
Indoor fun fly featuring A-6 & HL gliders follows the meeting.

Sept 18 - **Orbiteer Outdoor Monthly**, Otay Mesa, 8:00 am.
Non-Power: Coupe Power: All Classes
Other Classes: P-20, HLG & CLG

Oct 2 - Indoor Fun Fly, Grossmont College, 9:00 am.

Oct 14 - Orbiteer Monthly Meeting, Scripps' Ranch, 7:00 pm.

Oct 16 - Outdoor Monthly, Otay Mesa, 8:00 am.

Oct 29/30 SW FAI Champs, Boulder City, NV.