EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

December 2012

The Prez's Corner *– Don Bartick*

A request was emailed to the membership to weigh in on the discussion about our monthly meetings. Not much input so far. What has been received makes it clear believe that with the exception of a half dozen of us, the membership really isn't interested in monthly meetings. Some reminisce about the old times when we met at Colina del Sol gymnasium; had our meeting, show & tell, indoor flying and off to Venice Pizza for Pizza and a cool one. Well, the neighborhood became dangerous and we moved on to other community sites with classrooms where we could meet, have lectures, show & tell and Venice Pizza (courtesy of Howard H). At this point the attendance started downhill. Even the move to Scripps Ranch Community Center with a Rotunda for small indoor flying didn't improve our situation. Even with Venice Pizza available, the attendance continued to drop. So it wasn't Venice Pizza or ability to do a little indoor flying or Show & Tell to draw the membership to meet once a month. I believe it is aging membership that is cutting back on their activities for whatever reason. Even I can identify with this syndrome. Being the club prez and a responsible person, I'm compelled to attend the meetings. Would I attend just as a member? Yes---I like the camaraderie.

With this said, the main agenda item at our next meeting on 11/14 will be deciding on the 'how and when' of future club business meetings. If you have input, please attend and make your voice heard.

This is a wrap for now. See you at the December meeting.

Remember; idle hands are the tools of the devil. So go build something to fly.

SAVE THIS DATE - L.Miller

Saturday, January 19TH - 1:00 PM

Orbiteer & Scale Staffel Combined Annual Banquet

San Diego Orbiteers Monthly Meeting Nov. 9, 2012

Only three in attendance tonight, including; President Don Bartick, Mike Pykelny, and John Merrill.

With only three, we did not have a quorum, hence no meeting. We started talking around 7:00 p.m. about a few different subjects. Mike shared his experiences at the 16th Southwest FAI Challenge held October 27th and 28th. Good weather overall, with little drift. Decent attendance, but a few no-shows due to health reasons. Mike also shared some pictures of some of those in attendance at the contest. It was good to see some of those folks that we don't otherwise get to see often enough.

Only other topic was a sorta-show-and-tell. John brought in an OLD model he bought at a model swap-meet in Lakeside last Saturday. We think the model was a Korda Wakefield, with very old, moth-eaten tissue. The fellow that sold it seemed to remember flying years ago at the dump in Kearny Mesa. He didn't remember the Orbiteers, but the Aeroneers sounded more familiar. Did the Aeroneers ever share the field with the Orbiteers? If anyone knows, maybe you can send the info to Howard to put into the E.T. so we can all know that piece of our history.

We disbanded at 7:40 p.m., and no indoor flying took place

Respectfully submitted by John R. Merrill, Secretary

(There is still time to provide feedback to John on the subject detailed below, before the December meeting. – Editor)

Note: The 3 that showed up tonight reinforced the thoughts of the last meeting. If you read the last E.T., you know that the future of our monthly meetings is in considerable jeopardy. If you truly don't have any interest in the meetings, or if you hope they do continue, I think it would be good if our local members could contact the Secretary at johnrmerrill@yahoo.com and let your feelings be known. I will tally the thoughts of our membership and report my findings at the December meeting and/or the next E.T. Thank you in advance for your input.

INITIAL SUVEY FEEDBACK - J.Merrill

Hello Orbiteers,
We will further discuss the following at the December meeting, but I did promise to post the results of my e-mail poll as to whether or not to continue having meetings. The poll asked if we should still have them monthly, quarterly, or not at all.
I received 6 responses (thank you to those who did!), and it wasn't as unanimous as I had thought it might be. The short version of the responses is as follows:
1. Too busy.
2. Can't get around anymore.
3. Cancel meetings forever.
4. Do as Scale Staffel has done: no meetings, no dues, e-newsletter only, and make "special assessments" if funds are short. If meetings are needed, have club officers meet over lunch somewhere.
5. Informal meetings monthly or bi-monthly at a place like Venice Pizza, mostly just for the camaraderie. For formal meetings, meet quarterly at Poway (with or without indoor flying) or other of place of our choosing.
6. Quarterly meetings at Venice Pizza.

Since this was not overwhelmingly unanimous, I strongly encourage you to attend our next, and possibly last meeting on Friday, December 14th at 7:00p.m. We will be talking more about the various possibilities, and it will surely go to a vote. So come one and all and let your voices be heard.
Once again, thank you to those that responded to Howard's e-mail plea for your input, it was very much appreciated.
See you at the December meeting,
John R. Merrill, Secretary

2012 ORBITEER FLYING SCHEDULE

Dec 16 - Coupe
Power, P-20, HLG & CLG

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

2012 OFFICERS

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Club Monthly	Nov 25 2012							
CD: Larry Miller								
Event: OT Rub	**Design**	**1**	**2**	**3**	**extra**	**extra**		**Total**
Don Bartick	Casano	120	120	120	0	0	Tie	360
John Hutchison	Vargo Wock	120	120	120	0	0	Tie	360
John Oldenkamp	Vargo Wock	120	120	120	0	0	Tie	360
Mark Chomyn	Golly Wock	120	102	120	0	0		342
Mike Pykelny	Golly Wock	113	120	48	0	0		281
John Alling	Earl Stahl Hurricane	88	52	120	0	0		260
Bob Langdon		98	120	0	0	0		218
Event: Power	**Design**	**1**	**2**	**3**				**Total**
Mike Pykelny		73	120	120	0	0	0	313
J Oldenkamp	A Electric	120	72	120	0	0		312
Larry Miller	E36 Peal E36	63	87	0	0	0	0	150

Tip L. Glider: best 3 of 6, if 3max, cont until miss

	1	2	3	4	5	6	Total	Coment
Stan Buddenbohm:	120 120	60 120	120 120	76 120	120	120	960	8 Maxes
Paul Love:	19	120	120	120	120	20	600	4 Maxes
Lee Hines:	78	37	37	120	58	102	300	1 max
Ralph Ray:	120	120	23	32	36	56	296	2 Maxes

SDO Monthly Nov 25_2012

Flying Conditions were great! Warm weather with little drift.

Again we all ejoyed grilled hot dogs, soda, and munchies prepared by Linda and Mike. Thank You.

VISTORS at OTAY MESA MONTHLY
- Larry Miller

Our recent club contest had 4 familiar and active SOCAL glider flyers log some flights with us at our recent monthly. Stan Buddenbohm, Lee Hines, aul Love, and Ralph Ray put on a good display of flying the latest style of gliders. Make that discuss tip launch gliders. When was the last time you chucked a glider and what was the wing span? Try throwing a 24 to 36 inch glider higher than conventional style gliders. These big birds were well trimmed, flew well, and floated gracefully. Discuss gliders are continuing to gain popularity,
not only for its performance, but because it is a better alternative for an aging arm. It looks like fun and is always claimed to be fun to fly.

SOCKS FOR SENIORS - M.Pykelny

Linda Piazza purveyor of the SDO HOT DOGS will have a special Christmas treat at the contest 12/16/12. (Christmas Cookies)

Linda has taken on a special holiday project, "SOCKS FOR SENIORS".
This project collects NEW socks and distributes them to a local nursing home. We know these people get few if any visitors and an extra present at Christmas will be greatly appreciated.

So bring a new pair of socks and Linda will see that a resident, of the Villa Monte Nursing Home, will get the SOCKS.

Cash OK, too!

LOST HILL BOARD SEATS
- M.Pykelny

Lost Hills Members:
There is a special election to fill the vacancy of two board seats.
Your vote is due by 12/15/12 to Ted Firster, Civyboy31@AOL.com
Bill Booth Jr. is one of the people running.

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 (#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.

ORBITEER WEB SITE
www.SanDiegoOrbiteers.com
Webmaster: Bob Beecroft

MONEY MATTERS - H.Haupt

November 2012

Income:

Dues (2)	55.00
Proceeds SW FAI Chlg.	521.19
	$576.19

Expenses:

Oct. Newsletter	7.32
	$ 7.32

Current Balance …….. $1,694.16
(Note: A check for a sizeable contribution to the FAI Jounior Team will be made from the SW FAI Challenge Proceeds.)

2012 Southwest FAI Challenge
October 27 & 28, 2012
Boulder City, Nevada

F1A (10 Entries)

Rene Limberger		210	180	180	180	180	180	180	294	1584
Jim Parker	210	180	180	180	180	180	180	246	1536	
Lee Hines	210	180	180	180	180	180	180	243	1533	
Andrew Barron		210	180	180	180	180	180	180	190	1480
Shlomi Rosenzweig	210	180	180	180	180	180	180	181	1471	
Mike McKeever		210	180	180	180	180	180	151		1261
Victor Stamov	210	180	180	180	180	180	150		1260	
Peter Brocks	210	140	180	116	180	118	180		1124	
Jon Davis	210	180	180	180	099	147	073		1069	
Don Zink	026	000	000	000	000	000	000		0026	

F1B (11 Entries)

George Batiuk	240	180	180	180	180	180	180	300	347	1967
Charlie Jones	240	180	180	180	180	180	180	300	328	1948
Bob Piserchio	240	180	180	180	180	180	180	300	319	1939
Bill Booth	240	180	180	180	180	180	180	300	300	1920
John Clapp	240	180	180	180	180	180	180	182		1502
Rich Rohrke	240	180	180	180	180	180	158			1298
Richard Wood	240	180	180	180	180	146	116			1222
Roger Morrell	191	033	180	180	162	180	180			1106
Tom Ioerger	240	180	180	135	180	180	000			1095
Mike Achterberg	240	180	180	180	145	000	000			0925
Al Ulm		210	180	125	180	000	000	000			0695

F1C (1 entry)

Henning Nyhegn DNF (Illness)

F1Q (2 Entries)

Mike Pykelny	178	119	180	170	180	180	180		1187
Bernie Crowe	179	090	180	180	180	180	166	`	1155

F1P (No Entries)

F1G (6 entries)

Bill Booth	120	120	120	120	120	162		762
John Clapp	120	120	120	120	120	149		749
Tom Ioerger	120	120	120	120	120	138		738
Peter Brocks	120	120	120	120	120	086		686
Geralyn Jones	120	008	000	000	000			126
Charlie Jones	ATT	000	000	000	000			000

F1H (2 Entries)

Jim Parker	120	120	120	120	106	586
Lee Hines	120	120	120	120	104	584

F1J (No Entries)

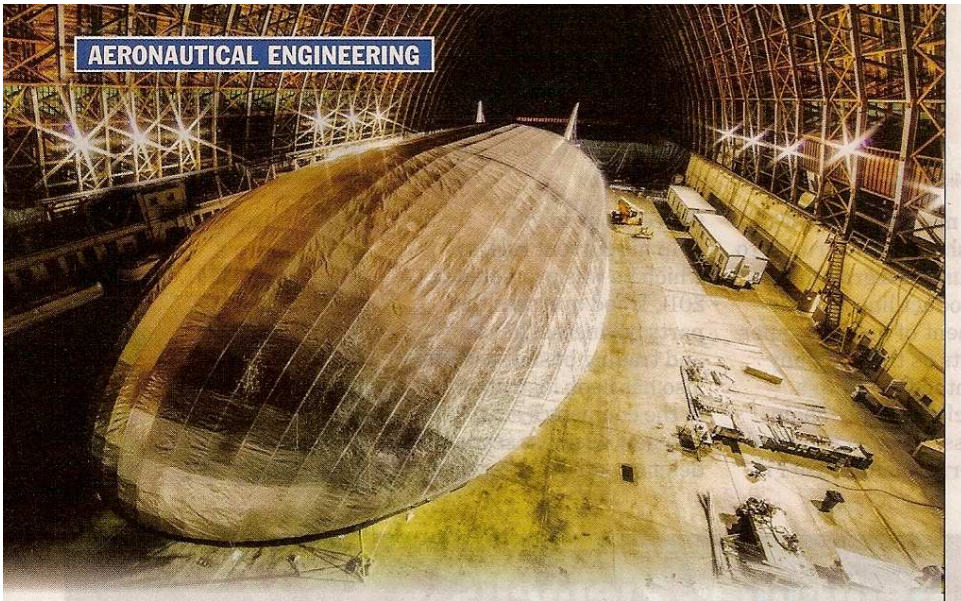
E-36 (1 entry)

Mike Pykelny	082	120	108		310

P-30 (1 Entry)

Bob Hodes	108	086	084		278

Vintage FAI Power (No Entries)



AEROS PHOTOS

Aeros' rigid-aeroshell, variable-buoyancy demonstrator nears completion in a World War II-era hangar at Tustin, Calif. The 230-ft.-long airship is intended to pave the way for a larger vehicle with a 66-ton payload.

Up Ship

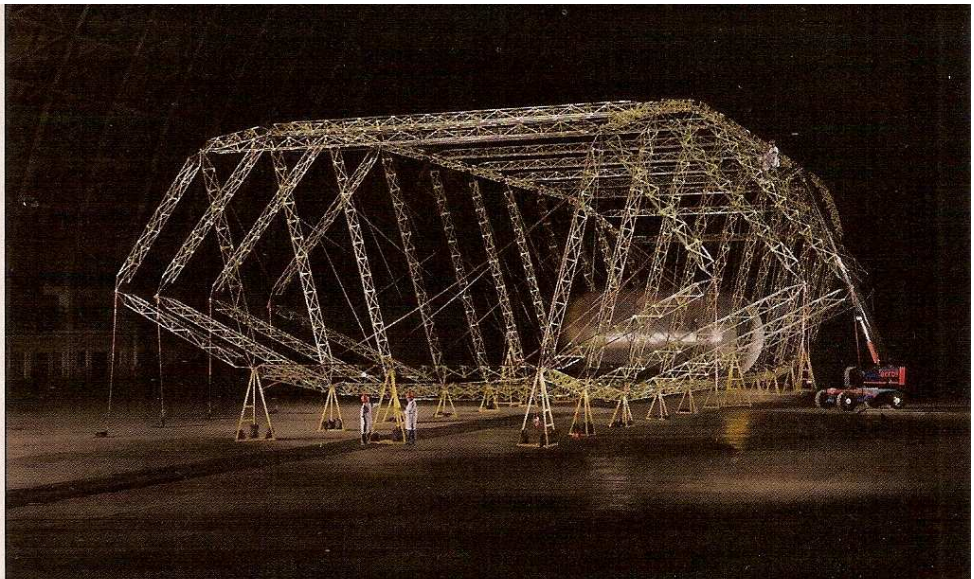
Airship with a difference nears flight test

Bill Sweetman Washington

A revolutionary aircraft prototype is now in the final stages of assembly and integration in a World War II airship hangar in Tustin, Calif. Developed by Aeros Corp., a California start-up, and funded by the Defense Department as a potential long-range transportation technology, the Pelican combines buoyant and aerodynamic lift in a different way from other lighter-than-air and hybrid vehicles, and is designed to be more efficient, more flexible and easier to handle on the ground. Its designers think that it could be evolved quickly into a vehicle with a C-17-like payload and range, combined with vertical-takeoff-and-landing (VTOL) capability.

Aeros originally proposed the concept to the Defense Advanced Research Projects Agency as part of the Walrus project for a 500-ton-payload airship. After Walrus lost most of its funding in 2006, Aeros continued developing some key technologies, and its proposal for a demonstrator was taken up by the Pentagon's Rapid Reaction Technology Office in 2010.

Aeros refers to the Pelican as a "rigid-aeroshell, variable-buoyancy" (RAVB) vehicle. It has two distinctive



The Aeros prototype's rigid frame is shown in a 2011 photo. The truss structures are made from carbon-fiber composite and are intended to be directly scalable for a larger, cargo-carrying follow-on design.

features. One is a system that controls buoyancy by pumping helium gas between the ship's lifting gas cell and a pressurized fiber-composite cell. The other is a rigid airframe—last seen on Zeppelins in the 1930s—which is necessary because a non-rigid pressure-stabilized hull would collapse as gas was pumped into the pressure cell.

RAVB technology addresses a classic problem of airship operations: To control the airship's altitude with a fixed amount of lighter-than-air gas, some way has to be found to compensate for fuel consumed in flight, for different payloads, and for loading and unloading. Most airships have carried water ballast, but for a heavy-lift craft this presupposes that tons of water are available at the destination. Hybrid vehicles (such as the new Northrop Grumman LEM-V) use aerodynamic and buoyant lift at all times, but this means that they need a takeoff and landing run.

The RAVB can be neutrally buoyant in cruise, regardless of fuel used, and can land and take off vertically. On the ground, it can remain heavier-than-air as payload is unloaded, avoiding the need for tethers or masts and making it less vulnerable to bad weather.

Pelican is 230 ft. long and has a hull volume of 600,000 cu. ft. The primary structure comprises triangular-section carbon-fiber trusses that carry the engines—automotive diesels with thrust-vectoring propellers—the control surfaces and cockpit, and carry the lift loads from the gas cells. Curved secondary frames support an airfoil-contoured outer shell.

Ground tests of the buoyancy control system and the basic structure start at the end of this month, with "simple flight tests" due early next year, according to Aeros founder and CEO Igor Pasternak. The primary goal is to show that the vehicle can be flown and controlled with a combination of variable buoyancy, aerodynamic lift, thrust vectoring and control surfaces.

The next step, Pasternak says, is a vehicle with approximately twice the Pelican's overall dimensions and eight times the volume—about 450 ft. long and 3.8 million cu. ft.—capable of carrying a 66-ton payload over a 3,000-nm unrefueled range, and with combined diesel and turboprop propulsion. It could also incorporate the ability to superheat helium gas for takeoff—after takeoff, the helium would be allowed to cool to ambient temperatures and the vehicle would use a combination of aerodynamic and buoyant lift in the cruise, at speeds up to 80-100 kt. and up to 10,000 ft. Aeros has also experimented with techniques for extracting water from the engine exhaust to compensate for fuel use. "We could complete the design-build cycle on that vehicle in 28-30 months," he tells Aviation Week.

The Pelican demonstrator, Pasternak says, includes some "full-scale elements" such as truss members—some of these will be larger on the full-size vehicle, but not all—gas valves and "innovative, pilot-intuitive" flight controls. (The objective is a high degree of automation, says Pasternak, "where the pilot is really the captain.")

One unique feature of the full-size aircraft that is on the demonstrator is a retractable cockpit on the lower surface. It is fully extended for VTOL operations to provide all-round situational awareness, partially retracts to reduce drag in cruising flight, and disappears completely into the hull when the vehicle is on the ground. The last position permits the flat-bottomed hull to rest flush with the ground, making it more stable in high winds.

This feature is associated with the intended cargo-handling system. The concept, Pasternak says, is "to remove the vehicle from the cargo, not the cargo from the vehicle." This would imply that the airship lands and the cargo—in containers or pallets—is detached from the ship, after which the craft increases its buoyancy and floats off the load.

Larger vehicles are possible in the future, says Pasternak, "but we strongly understand the need to test an operational vehicle before going to 100 or 200 tons." So far, the 66-ton vehicle is unfunded.

Full-Size RAVB* Vehicle Concept Specifications

Length	450 ft.
Hull volume	3.8 million cu. ft.
Payload capacity	66 tons
Range (unrefueled)	3,000 nm
Propulsion	Diesel and turboprop engines
Maximum speed	80-100 kt.
Maximum altitude	10,000 ft.

*Rigid aeroshell variable buoyancy

Source: Aeros Corp.

Etc. Gift Guide Hard Choices

That time again: Follow our flowchart to find a $40-or-under gift for your co-worker

'Tis Secret Santa Season

James Bond model car, *$40, momastore.org*

Do you like him? → Yes / No

Is he over 50? → Over / Under / Exactly 50

1962 U.S. Silver Proof set, *$39.98, amazon.com*

Is he cool? → Kind of! / Eh, not really

Does he like sports? → Nope / Yes

Golf pens, *$35, mxyplyzyk.com*

Does he have a dog? → Yes / No

Doggie Fur Star Harness Vest, *$24.99, petsmart.com*

Mingle Bar Glass, *$9.95, crateandbarrel.com*

Is your boss a man or a woman? → Man / Woman

Why does it matter? → STOP It just does

Your boss

Does she like beauty products? → She loves them / No

L'Occitane Hand Cream Confections Set, *$40, sephora.com*

Does she like food? → Yep / Hates it

The Three Amigos gift set, *$30, murrayscheese.com*

Hardwood pushpins, *$2.99, containerstore.com*

You picked...

Someone you've never met

Is he your level or lower? → Lower / Your level

STOP Give this person your stapler

Your cubemate

Will you *ever* have to work with him? → Never / Maybe

Do you care if you look like a jerk? → No / Yes

Is she a friend or an enemy? → Friend / Enemy

Does she like TV? → Yes / No

STOP Send her home to learn to love TV

Arrested Development: Season One DVD, *$12.78, amazon.com*

Very / Ha!

Is she diligent? → In college

How old is she? → Postcollege

5: Where Will You Be Five Years From Today? $7.90, amazon.com

The intern

IHome Glow Tunes Speaker, *$35, flight001.com*

Gross / With benefits? → Yes

Could it turn into more? → No way / ;-)

Lost: The Final Season DVD, *$16.99, amazon.com*

Williams-Sonoma cookie mix, *$18.95, williams-sonoma.com*

STOP Get this person a real present

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WHAT'S HAPPENING - DECEMBER 2012

Dec. 2 - Indoor Fun Fly, Grossmont College, 7:00 – 11:30 am.

Dec. 14 - Orbiteer Monthly Meeting at Scripps Ranch Community Center,
11885 Cypress Canyon Road, Meeting starts at 7:00 pm,
Indoor Fun Fly follows meeting, featuring A-6 One-Design (Mather/Takagi plans)

Dec. 16 - **Orbiteer Outdoor Monthly,** Otay Mesa, 8:00 am.
Non-Power: Coupe Power: All Classes
Other Classes: P-20, HLG & CLG

Jan. 19 - Orbiteer & Scale Staffel Annual Combined Banquet