

# EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

MAY 2021



Prez's Corner – Mark Chomyn

Do you think they are reading El Torbellino? That's what yours truly surmised when I looked at the cover of AMA's May 2021 edition of Model Aviation. Why? Believe it or not, the cover of that edition showed a full cover shot of ..... a rubber powered free flight model airplane! I thought to myself yes, we got their ear. They are reading El Torbellino and have heard our request for more representation of the free flight community. Then, after some reflection, it set in. The AMA has developed a model for entry level modelers and wants to get the word out to the aero modeling community about its availability. So, my swelled head slowly deflated, and I realized the AMA was behind a praise-worthy effort to attract the interest of new modelers to the sport of model aviation. Okay, so it's not due to my gallant efforts to shine a light on free flight in El Torbellino but who cares, there it was, the free flight, rubber powered AMA Beta on the cover of Model Aviation.

Compared to the AMA Dart, the Beta is a little larger (and sexier, can I say that?) and with its 20-inch span under-cambered, polyhedral wing it's suited for both indoor and outdoor flying with either 1/8" or 3/16" rubber respectively. Looks like fun for the beginner and a challenge for experienced flyers who want to see how far they can take the performance level of this plane. Would be great for a one design mass launch that could combine flyers of all experience levels. Anyone interested? Let us know. At our outdoor events and when our indoor events at Grossmont College resume, we may want to keep one on hand at either venue to let visitors take a try at free flight.

I'm embarrassed to say that in last month's column I caused a bit of confusion regarding our contest rotation. I incorrectly noted that the April monthly would include the Oldenkamp P-30 Memorial. I was wrong. With the effects of COVID, weather conditions and previous event cancellations, our contest schedule has been updated and I did not personally keep abreast of those needed updates. Fortunately, Mike Pykelny, our contest coordinator, has been keeping our schedule updated to adjust for cancelled events while keeping our standard rotation intact. So, we have incorporated some "make up" events along with our usual rotation to make up for events cancelled by weather, wind or other. Please refer to the Orbiteers website and El Torbellino for contest dates and event categories. And look for the email notices that Mike Pykelny regularly sends regarding contest dates and events. I'll stand down on announcements in this column to avoid confusion.

It's May. So don't forget Mother's Day. Especially if that spouse and mother is also your partner on the field and wields a mean stopwatch for your competitive endeavors. Hoping that you and yours are staying happy and healthy. It appears that we're slowly moving toward some restoration of (new) normality. What better way to celebrate that, than getting out to the flying field and letting your favorite plane loose for a max.

That's it for this month.

Mark

*"Never fly the A model of anything." — Edward Thompson, World War II Pilot*

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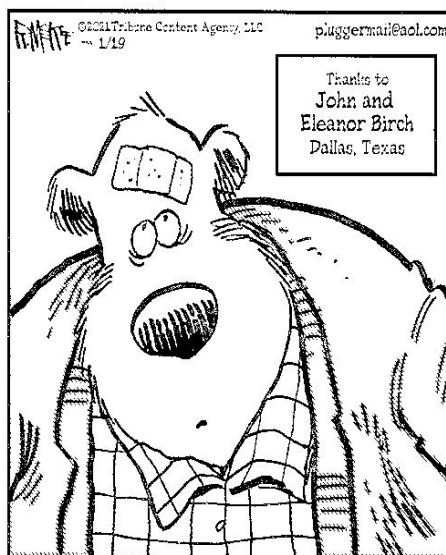
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## ORBITEER WEB SITE

[www.SanDiegoOrbiters.com](http://www.SanDiegoOrbiters.com)

Webmaster: Kathy McLaughlin

### **Pluggers** by Rick McKee



You're a plugger if you can't leave the dermatologist's office without a new bandage.

## Guillow's Postal Contest - Second Chance

By Mike Jester



In the March 2021 edition of this newsletter, I described the nationwide Guillow's postal contest in which either the Guillow's Lancer or Javelin models could be flown with only the longest time reported. The contest was referred to as Sky Battle. You can find a link to the contest details here:

<https://www.skybattle.org/>

All flights had to be made on Saturday, April 24, 2021 or Sunday, April 25, 2021. I considered entering this postal contest. Ultimately, I decided not to enter because I thought I had to join Facebook which I am loathe to do.



As luck would have it, there was bad weather in many parts of the country on those two days and official flights were either scrubbed or severely impaired. There were high winds at my local flying site in Washoe Valley, Nevada on both April 24 and 25, 2021. So, I made the right call as my build would have been for naught if my goal was to compete in this postal contest. Bob Hodes put up his flights on April 22, 2021 because of predicted high winds in Las Vegas for the following weekend. His high time was a very respectable 97 seconds. Bob is not sure this time will be counted as official. Bob's time is the highest I have heard of so far.

The CD has decided to have a Second Chance Sky Battle postal contest with these two models under the same rules. This time official flights may be taken anytime between Saturday May 29, 2021 and Sunday June 6, 2021. As was previously the case, the number of flight attempts is unlimited. You only self-report your highest time. I am considering building a Javelin with a few minor modifications.

The Sky Battle website says:

*"Must be 'built to the plan', no major modifications."*



I received official permission to scratch-build my Javelin using lighter balsa wood instead of the 14# balsa wood in the kit. I also have official approval to slightly enlarge the cross-section and clearance in the interior of the Javelin fuselage to accept a blast tube. The blast tube has to be large enough to have sufficient interior diameter for surrounding a knotted 4 x 3/32 or 4 x 1/8 rubber motor without impairing the winding process. The added weight and drag of a larger cross-section fuselage will be slight disadvantages. My Javelin model will still look the same to the casual observer. I hesitate to wind any rubber motor installed in a balsa wood model to 85% or more of breaking turns without a blast tube installed. Hours of work go down the drain when a rubber motor breaks inside a stick and tissue balsa wood fuselage. Many people who entered the first Sky Battle contest appear to have modified the nose of their models to accept a traditional nose block. While I have not asked, I presume it is OK to add a DT to the Javelin and the Lancer. People have also been adding dowels for receiving the ends of the wing hold-down rubber bands. The arrangement shown on the kit boxes where a single long rubber band wraps around the wing and the fuselage is impractical. I will probably tape the landing gear struts to the wire landing gear, and not glue these struts to the fuselage. Otherwise, the struts and/or the fuselage will likely break on the first or second landing.

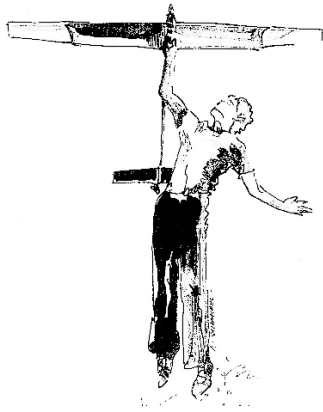
The rules of the Sky Battle contest limit the diameter of the prop to 6-inches. The Guillow's kits each include a 6-inch diameter plastic prop. There is agreement amongst many fliers that both the Javelin and Lancer, which each have a wing span of approximately 24-inches, would fly much better with an 8-inch diameter prop, but the rules don't allow this. While a 6-inch balsa wood prop is allowed if I enter the Second Chance Sky Battle contest, I am going to use a 7-inch orange Chinese plastic prop cut-down to 6-inches in diameter for durability. It will have a higher P/D ratio than a conventional 6-inch diameter plastic prop. The blades of this prop have a very nice shape and are very thin. I think the extra couple of grams added by using this plastic prop will be worth it. I will also include a Gizmo Geezer (GG) nose button and a Buddenbohm tube-in-tube free wheeler clutch. The GG nose button allows precise thrust line adjustments to be made quickly which makes trimming a whole lot easier. Since the Javelin has no cabin, I can position the wing in the appropriate position to get the optimum CG which appears to be around 100% for the Lancer. So, I will start with 100% CG location on my Javelin. If you build a Lancer, you apparently have to add tail weight unless you use a balsa wood prop.

Joshua Finn of J & H Aerospace has posted two helpful Youtube videos of his build of the Guillow's Lancer using the wood and tissue supplied in the kit. He has also posted another Youtube video of his official flight attempts on April 24. As I recall he had a high time of over 90 seconds that is slightly less than Bob Hodes' high time. The wing of these models has a thick airfoil that gives them a very poor glide. The mandatory landing gear also contributes to the poor glide. So, if you want to get high times with these models you will probably need to use a very long rubber motor, or get lucky and catch a thermal.

I am concerned that if I fly my Javelin with a locked down DT, I will lose it OOS. Been there, done that, in an Embryo fly-off at WESTFAC a few years ago. I hesitate to add another 3-4 grams onto a 20-gram model by installing a Walston RF transmitter and batteries.

I was told by the person who answers email questions about the Sky Battle contest that I do not have to join Facebook in order to compete. So that obstacle has been removed. I am still on the fence about entering this contest as I should be repairing my third Gollwock and/or building my vintage Wakefield instead. Some of you may wish to consider building a Guillow's Javelin or Lancer and entering the Second Chance Sky Battle contest.





## **UPCOMING OUTDOOR CONTESTS**

May 23<sup>RD</sup> OT/NOS, Glider, Power

June 13<sup>TH</sup> P-30, Glider, Power

June 13<sup>TH</sup> Oldenkamp Memorial



May 2020 – Guy Menano



## **A New Hobby?**

As a result of last Sunday's contest in Perris, I've decided to take up a new hobby. Don't get me wrong, I haven't given up on free flight. My new hobby is in conjunction with it, sort of a side hobby. In fact I hope to have my new hobby ready before the next contest.

You may have figured it out by the picture...my new hobby is picking those darn stickers out of my shoes, socks, pant legs, etc. This could take awhile to perfect, wish me luck with my new hobby!

Otherwise, I'd like to thank Mike Pykelny for being CD at yet another fun contest. I also very much enjoyed seeing several friends I haven't seen since before the pandemic began. Seeing old friends is truly priceless, and really made the day extra special.

Looking forward to the next contest, later this month, which will feature Old Time/Nostalgia models. Those are typically some of my favorites, and I hope we get a decent turnout for it.

Hope to see you there!

- John Merrill

APRIL 2021 OUTDOOR FLYING - Photos by Arline Bartick



Mike Mulligan



John Merrill



Don Bartick



Tim Batiuk



Hal Cover



Greg Hutchison



John Swain



< Brad Terrell



< Mike Pykelny



John Merrill



Clint Brooks



David Wade



John Alling



John Hutchison



<< Left Picture:  
John Alling and Mike



< Right Picture:  
Brad Terrell and John Swain

## San Valeers/SCAMPS Annual Contest held April 10<sup>th</sup>-11<sup>th</sup>, 2021

Arline and I attended the contest at Lost Hills. It was amazing the return of free flighters from the long delay caused by COVID. In all, 75 entries were heralded by the organizers. A big wow, since we haven't had that level of participation for years at a regional contest. Maybe the Orbiteers/Fresno Dual-clubs annual this month will do well.

The weather over the weekend of the contest was very pleasant. Temperatures were chilly in the morning, then reaching 70-80 in the afternoon. Winds ranged from 3 to 10mph throughout the contest. The flight line is now located at the North side of the adjacent parcel to the Lost Hills FF Model Airfield. This parcel is owned by the Holloway Gypsum Corp. They have granted us permission to use their property. As such, we are now located another mile from the Nut Farm trees. Even with 10mph wind heading South or West, a 3 minute flight doesn't come close to the trees.

This is the first contest to have the NFFS provisional event, Vintage Wakefield. These are designs from the period 1 January, 1951 through 31 December, 1980. It is broken up into 3 eras. The eras have different minimum airframe weight and maximum rubber weight. If memory serves me right, there were 7 entries. The planes of that period were beautiful. They are so different from the high-tech carbon fiber, multifunction airframes of today. Arline was moving about the field taking some great photos. Some of which should be in this edition of the ET.

As far as my participation, I came in 1<sup>st</sup> in AMA 1/2A and 2<sup>nd</sup> in F1J. We really enjoyed ourselves.

Those of you in Orbiteers land that haven't attended a contest at Lost Hills, you need to! This is the FF Mecca of the world.

Thermals, Don Bartick



San Valeers Annual Contest Flight-Line



San Valeers/SCAMPS Annual Contest held April 10<sup>th</sup>-11<sup>th</sup>, 2021 - Photo Page

Photos by Arline Bartick



Don Bartick



Time Batiuk



Glen Schneider



Henry Feistel



# Toy plane races hit high note at exposition in 1916

San Diego's first model airplane meet took place in April 1916 at the Panama-California Exposition in Balboa Park. Students from more than 20 grammar schools competed in the event with rubber-band-powered toy planes.

Trials were held on Saturday afternoons throughout the month of April, and silver cups were presented to the winners. Edward Butler won for the trophy for speed and altitude. Harley Knox won the cup for distance and duration.

*From The San Diego Union, Sunday, April 2, 1916:*

## AIR CRAFT MEET HELD BY PUPILS

### SCHOOLBOYS ENTHUSIASTIC OVER CONTEST AT EXPOSITION; ANOTHER SCHEDULED SATURDAY.

Boys will be boys and aeroplanes will be aeroplanes. Big or little, the same rule applies. As much was proved yesterday afternoon at the Exposition motor demonstration field, when hundreds of enthusiastic youngsters from the local schools joined in the preliminaries of the widely heralded model aeroplane meet.

Every boy in the crowd was in his element and ever "toy" aeroplane set in action behaved in a style imitative of the big tractors on North Island field. Young America, keen for the contest, exerted itself to the limit. And everyone of those model flying machines seemed to work like a charm.

To get a good idea of what these boys have done it is necessary to view their handiwork. Grown-ups who failed to witness yesterday's demonstration will get another chance to watch this interesting, educational sport next Saturday afternoon. Each of the little machines seems a replica of the big ones now in service here and elsewhere. To be sure, the lads wind them up with egg-beater attachments, then release the rubber "motors" to make them take the air, but when it is noted that one miniature air craft flew all the way from the motor field to the Hawaiian village yesterday, it is easy to see that the whole affair is no joke.

Ariel Millias, president of the Model Aero Club and manager of the meet, was highly pleased with the showing made yesterday. So were all of the others. Millias has managed similar meets in the East and he said he had never seen better preliminaries than were held yesterday. Next Saturday



the competition begins for the cups which are to be awarded to the school having the greatest number of points in each of the five events — distance, speed, altitude, duration and rise from ground. The results of yesterday's preliminaries were:

Distance — First, Edward Butler, High school, 550 yards; second Don Owens, 510 yards.

Speed — First, Edward Butler, 100 feet in 4 seconds; second, Don Owens 100 feet in 5 seconds.

Altitude — First, Eric Kramer, 30 feet; second, Don Owens, 25 feet; third, Edward Butler, 24 feet.

Duration — First, Don Owens, 28 1/2 seconds; second, Edward Butler, 26 seconds; third, John Moore, 25 1/2 seconds.

HISTORICAL PHOTOS AND ARTICLES FROM THE SAN DIEGO UNION-TRIBUNE ARCHIVES ARE COMPILED BY MERRIE MONTEAGUDO. SEARCH THE U-T HISTORIC ARCHIVES AT [NEWSLIBRARY.COM/SITES/SDUB](http://NEWSLIBRARY.COM/SITES/SDUB)



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



## WHAT'S HAPPENING - MAY 2021

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### Local Events:

SDO will be flying Sunday May 23<sup>RD</sup> - Perris CA, 8:00 am to Noon.

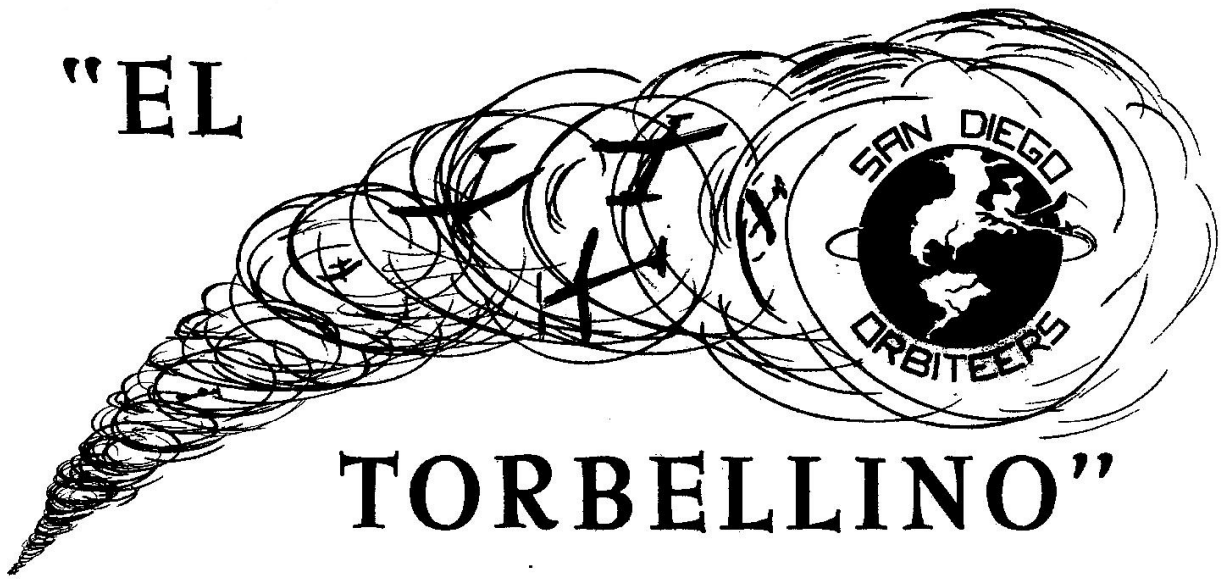
**OT/NOS, Glider, Power**

2 minute max, Glider 90 seconds



See you at Perris CA - - - - - → **May 23<sup>RD</sup>, 2021.**

"EL



# TORBELLINO"

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VOLUME II, NO. 5

SEPTEMBER, 1966

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## Meeting Dates

- |                     |   |   |         |
|---------------------|---|---|---------|
| Friday, September 9 | - | North Clairmont Community Center<br>Movies Balore   | 7:30 PM |
| Friday, October 14  | - | Same Place<br>Giant "Skeeter" Contest<br>Models Provided by Club<br>Bring your own lube & winders | 7:30 PM |

## Contest Schedule

- |                   |   |   |                    |
|-------------------|---|---|--------------------|
| September 17 & 18 | - | Thunderbugs 20th Annual<br>Almost all Free Flight,<br>Old Timers & Coupe 'd Hiver | Gardner Field-Taft |
| September 25      | - | Orbiteers Monthly<br>Plus Postal Meet   | Kearny Mesa        |
| September 24 & 25 | - | NAA Flightmasters<br>Giant Scale Contest  | Sepulveda Basin    |
| October 22 & 23   | - | Orbiteers Annual<br>"The Big One"   | Lake Elsinore      |

## Special Notice

January is the month tentatively set for the Orbiteers Club Banquet. Come and talk about this at the next meeting.

SEEN & HEARD

by Russ Seley

Thank your president for this issue. His drive and perseverance has created a new line-up and if Howard Harvey, his good wife, Don Sloan, "Fudo", "Nat", the Larsons, and others stay with it, we'll have "El Torbellino" back on a monthly basis again. Give them a pat on the back, fellows; as well as your help whether asked for or not.

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Congrats to our "Triumphant Trio", those "Magnificent Men" who brought back the Southern California Aero Team's "mixed" trophy, and copped the individual awards to an embarrassing degree also. We didn't know they were running a junior special with this meet also, or we would have taken some of our "Mighty Mites". We could have been accused of rubbing it in, however.

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Speaking of rubbing it in, Brian Donn won Wakefield. That's fine, but did he have to set a new national record in doing so?

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Speaking of rubbing it in, when the past FAI team manager got his Thunderbird stuck in the sand, was it exactly kosher to have the Orbiteers pull him out?-and with a Volkswagen, yet!!

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Speaking of rubbing it in - ain't it sweet!

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It will be hard for others to believe, but we in San Diego are glad summer is over. Flying-wise, that is, our best flying is ahead of us for the next nine months-. With the coming of September, things always start jumping. Meetings with 30 or more, Sunday flying with at least the same, and the big annuals with all those nice balmy days and big thermals. Now that vacations are over, the fish not biting so well, you're pooped from water skiing, boating, gardening, snoozing, and all the rest, let's all get out and enjoy a real hobby again.

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One person whom we won't be seeing so much of is Nat Antonielli. He's through his C. D. chores for the year and plans to devote much time getting ready for the 1967 Nationals. When you're shooting for Grad National Champion, you have out out a large task for yourself. He'll be testing from time to time, so be on the lookout for those new ships.

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If any of you haven't seen the new "Sig Air-Modeler" as yet, you're missing something fine - Write Sig and get a subscription: \$2.50 for 12 issues.

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Now that you're all getting American Modeler 'free' as an AMA member, let's all heed what Larry Conover had to say about writing the "mags" and telling them what you like - free flight that is. This is the only way you'll get what you want. Incidentally, all the magazines are crying for articles, plans & pictures. Become an author today!

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*P.S. LOOK FOR A NEW CLUB COUPE '4 HIVER  
TROPHY. IT WILL BE SOMETHING REALLY  
WORTH WINNING — START BUILDING NOW!*

*RS*

## PRESIDENT'S CORNER

by Clarence Mather

It is surely good to be back in Orbiteerland, after another two month stint at Purdue University. Back there my time was spent studying, and sweating - physically and figuratively! It is hard to teach an old dog new tricks!

Club flying seems to be at a rather low ebb, as far as numbers go. I hope that more of us get out, and fly now, with cooler weather at the flying sites. There are a lot of good contests coming up!

Try extra hard to make this Friday's meeting, as we have several major items on the agenda. To list a few, we need to resolve the problem of club chartering, and / or club incorporation, and we also need to consider the purchase of a duplicating machine.

As time goes on, it is to be expected that some members will lose interest, and drop out; while others will move away. Even so, we now keenly feel the loss of two active members, Tom Ottiwell, and Gene Bach. Tom has moved to Kansas with his family, while Gene was transferred to Ghina Lake. I remember Tom, especially for rising to the occasion to represent the Club as a Nordic flier in various team challenges. He was willing to get ready and go, and he did a fine job of flying. His efforts helped us achieve the S.C.A.T. Nordic Cup, and the Phoenix Nordic Cup, to name two.

Gene Bach is a prolific builder, and flier, and has ships of all types and sizes on ready call. I particularly remember him for the terrific job that he did of organizing, and directing our F.A.I. annual contest. Gene's foresight, and hard work had much to do with the outstanding success of that contest.

On behalf of the club, I thank Tom and Gene for all that they did, and wish them well, in their new locations.

This issue of our newsletter is very short, due to duplicating and other problems. Some of your Officers felt it was important to get some sort of a notice to you before the meeting, so we did what we could. *(More came in since the above was written).*

Max Men Monthly

by Clarence Mather

Four Orbiters flew in the Max Men's contest at Lake Elsinore, September 4th. As usual we enjoyed the large expanse of the lake bed site. It was a beautiful sunny day, but not all of the air was going up --- as the times show!

1/2 A Gas	Schroedter	13:40	A Gas	Beach	13:34
	Matsuda	12:21		Bacher	13:12
	Faulkner	11:56		* Ferguson	12:46

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B-C Gas	McAlister	16:09	A-1 & A-2	White	12:51
	Veda	14:58		* Mather	11:29
	Matsuda	14:23		* Harvey	10:34

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Early in the day it was announced, that re-entry would be allowed. The Orbiters protested, indicating that they would not fly under that condition. Shortly thereafter, it was announced that re-entry would not be allowed, and the second decision was adhered to. I'm sure that there were other protests in addition to ours, but it serves to show that, sometimes it does pay to voice opinions, and to act!

IN, OUT, and SHORT

by Fud

July 14-18, 1966, Debrecen, Hungary was the scene of spirited competition between seven teams at World Indoor Championship. The outcome for first place in team standings, was decided in the last round with U.S. coming to Germany by a scant forty four seconds.

Hans Beck, Germany, first with 64:54 (best two)  
Joe Bilgri, U.S.A., second 60:23 - Rieno, Finland, third 54:15,  
Kalina, Czech, fourth, 53:55, and Romak U.S.A. fifth, 53:21  
Cummings, U.S.A., twelfth, 46:29

Would you believe, Dagmar Chlubna, 18th, Czech, 41:22, first woman at an indoor championship! For a comprehensive blow by blow see Bud Tenny's write up in August NIMAS.

This business of going from 90cm to 65 cm max span, and three ceiling categories appears to be a sure thing, at the November CIAM meeting.

That should be of interest to those having problems in "pulling" large sheets of microfilm.

At the Thunderbugs Annual at Taft, the Oakland Cloud-Dusters are sponsoring all rubber events, Coupe d'Hiver, Wakefield, and unlimited. That's September 17th, and 18th, 1966.

Flying scale - rubber, gas, and glider, September 24th & 25th, at Sepulveda. Kind of conflicts with our monthly, which will feature the September Postal with A-1, A-2 a la Czech, and Coupe, and Hand Launch with the Ann Arbor (Mich.) Airfoilers.

Build a solid scale glider (T51 Dart, Pheobus, SZD-24, etc.), and join Walt Mooney, and me in a Hi Start battle. Walt has a few plans.

----- REPORT ----- S.C.A.T. TEAM SCRAMBLE

by Nat Antonioli

On Aug. 21st, the SCAT Club held another of their well known F.A.I. team scrambles at Lake Elsinore. These competitions are always a pleasure to attend and certainly hard fought.

The competition was by round and in our personal opinion, this separates the men from the boys. Round one, and part of Round two, were overcast, and near calm. Lift was patchy, if almost non-existent. Very few maxes were scored during this time. Rounds Three thru Five were under an intense sun. In late summer, Lake Elsinore becomes a vast oven. Thermals during the last three rounds were plentiful, though small in diameter, ("broomstick", if you will), with much "down" air. Timing one's launch was very critical!

Teams were composed of: One Power, Wakefield & ~~Nordic~~ Nordic Flyer. San Diego's Team #2 was victorious, this time. This may have been due to the SCAT boys being worn out after their Bong Odyssey. I'd like to believe it was due to consistent flying & a little bit of luck, on our part. Individual winners & team winners are listed below. The highlight of the day was, Orbiteer Brian Donn, amzing out & going on to post 21 minutes in Wakefield, for a possible new record. The interesting and commendable thing about Brian is, that he declined help, in the form of "goat" models to find a thermal, for his sixth & seventh flights. A real "Sportsman"!

Another point worth mentioning was the trophies. These were made by the SCAT club members, from Walnut & were fashioned in the form of their club emblem. In our opinion, very esthetic. We hope they'll have more of these trophies in future meets.

---

S.C.A.T. TEAM SCRAMBLE RESULTS. Aug. 21st., 1966.

TEAM RESULTS:

- #1 (Winning Team)  
Donn, Hill, Howard -----2,257 sec. (ORBITEERS)
- #2 Sykora, Trego, Gildersleeve, -----2,089 sec. (S.C.A.T.)
- #3 Cusick, Faykun, Wiehle, -----1,889 sec. (S.C.A.T.)



INDIVIDUAL RESULTS:

WAKEFIELD

1. Donn --- 900 (+240 + 83) = 1,223 sec. (Orbiteers)
2. Sykora --- 811 (S.C.A.T.)
3. Johnson --- 756 (?)

POWER

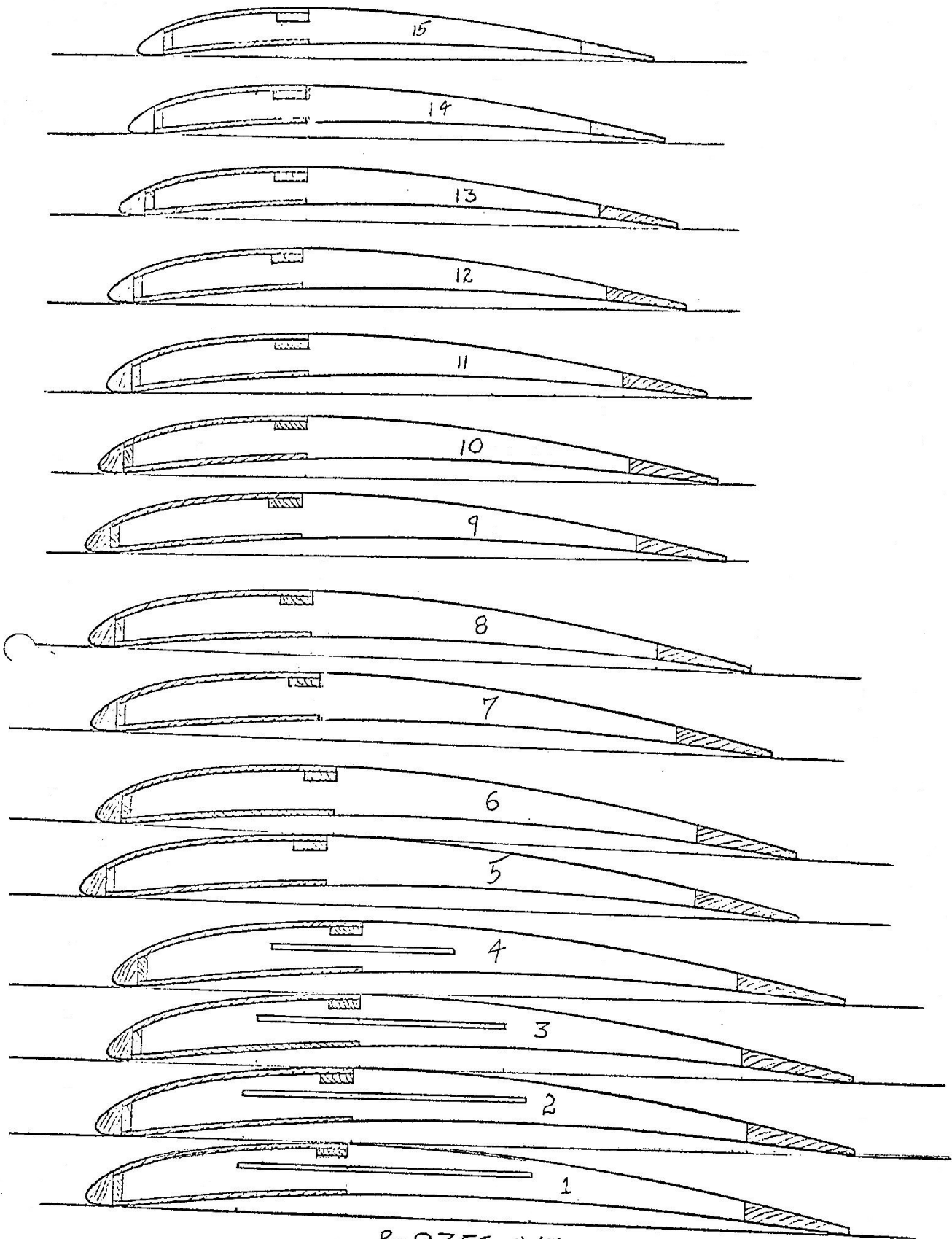
1. Hartil --- 822 sec. (S.C.A.T.)
2. Trege --- 771 sec. (S.C.A.T.)
3. Hill --- 670 sec. (ORBITEERS)

NORDIC A72 GLIDER

1. Trege --- 787 sec. (S.C.A.T.)
2. Wiehle --- 718 sec. (S.C.A.T.)
3. Howard --- 687 sec. (ORBITEERS)

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*The page of airfoils was supplied by Russ Selby. They are a Benedek section used by Hugh Langerin's very successful Osprey.*



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