

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB



MARCH 2022

Chairman's Corner – Mark Chomyn

It's March and a quarter of the year will soon be behind us. And it seems that our thoughts about world health are now given over to threats to world peace. I find myself spending more time in the garage with the building board as a means of distraction. That relief may be temporary but it's sure better than nothing. Got the fuselage of my 1932 Gordon Light Wakefield done and will move on to the stab and rudder and finish framing with the wing. I aspire (or is it just delusion), that I can get it finished in time for the Orbiteers, March 20 outdoor contest. We'll see.

We had a good turnout for the February outdoor contest and hope that we can keep that momentum going throughout the year. If you did not make it to the contest, you missed out on two great opportunities. Kits of the Pitsco Raven were available for purchase at the field. The Raven is the model you need for the special one design event we are holding at the April 24 outdoor contest. The Raven is a simple all sheet and stick construction 18-inch span plane that is well suited for novice and experienced flyers. There may be a few still left for purchase through the club. Check with Mike Pykelny for availability.

Also at the contest was William Scott of PT Aviation. William has a new line of laser cut models reminiscent of the old Comet dime scale kits but better. I got a kit for the Ryan Trainer and satisfied my urge to build one of those planes I've been seeing in issues of Flying Aces Club News. The laser cutting makes building a slam dunk. Check out the PT Aviation site for more information.

Above I mentioned the March contest, well it's March 20 at Taibi Field in Perris and the featured events are Old Time/Nostalgia, Power and Glider (HL, Catapult and Towline). Contest starts at 8AM and goes to 11:30 AM. So get the planes ready, new motors lubed and ready, and the field gear gathered. See you in Perris and maybe the Gordon Light Wakefield will magically appear. As you can see from the progress photo there will have to be some midnight oil burned if I ever expect to get this plane ready for March 20.

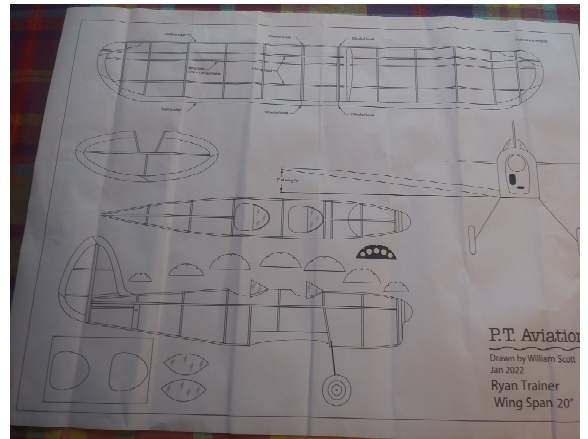
Some of you may already be on the road to attend the SCAT Annual, March 12-13 in Lost Hills. We wish you good luck and may the thermals be with you. Other events on the horizon per the NFFS event calendar are the San Valeers Annual and the SCAMPS & SCIFS Texaco, both on April 8-10 at Lost Hills.

So no need to fear the Ides of March. Just build and fly your way through them. You'll be glad you did. And as long as you're building why not try something different. Yes there are models (i.e. Gollywocks etc.) that are old standards but going the "road less traveled" can be more fun. What's more rewarding than getting a more obscure design to max and have another flyer tell you "that was a real nice flight, what plane is that?"

- Mark

"When the balancing point has been found, work it back and forth and set the wing 1/3 forward of it."

Trimming instructions for a DeHaviland Moth rubber model in the August 1930 issue of Model Airplane News.



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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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THE FINE PRINT THE FINE PRINT

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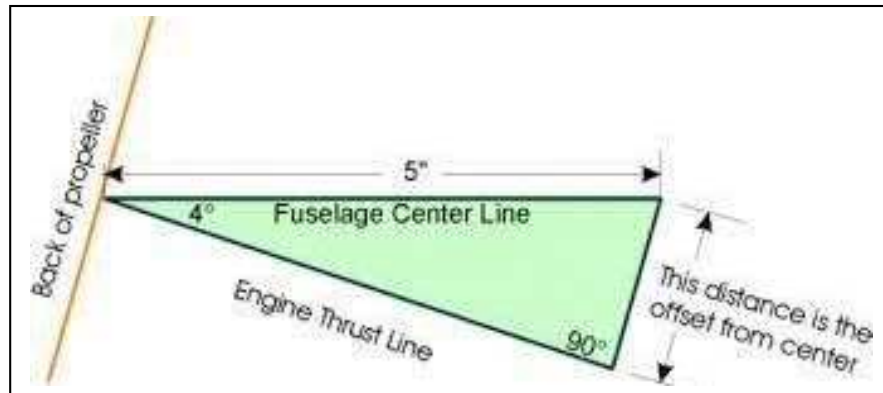


Thrust Line Adjustment in Outdoor Rubber Powered Models



By Mike Jester

Outdoor rubber powered models almost always need some down thrust and some side thrust to achieve an optimum flight pattern. For simplicity of description, the thrust line can be thought of as the angular displacement between the axis of the propeller shaft relative to the geometric center line of the fuselage. Down thrust offsets decalage as needed to eliminate the tendency of the model to power stall, i.e., hang on the propeller before diving, or even looping, during the initial burst of power from a highly wound rubber motor. Some small amount of right or left thrust is usually needed to cause the model to turn in a circle of a desired diameter during the climb and cruise phases of the flight.



I trim most of my outdoor models to fly in a right-right pattern because they usually have a free-wheeling propeller which helps pull the model to the right during the glide phase of the flight. I trim models to fly in a right-left pattern if they have a folding prop like a coupe or if they are low wing models like a WWII fighter plane. For models that are trimmed to fly in a right-right pattern, I usually start the trimming process with around 3-4 degrees of down thrust and about 1-2 degree of right thrust. As I gradually increase the launch torque, I make one thrust line adjustment at a time in response to the behavior of the model during the previous flight. This process of trimming has been discussed in depth in prior articles I have written that have been published in this newsletter. I have a digital angle measuring device that is easy to use when building a model. I can precisely measure how much down and side thrust I have built into model when constructing the same. In the field, I don't precisely measure the thrust line. I just sand, shim, or adjust the screws of the Gizmo Geezer nose button (discussed hereafter) as needed.

It is easy to adjust the trust line on a sport model like a P-30 that has a tubular fuselage. The front end of the fuselage can be sanded with a sanding block to produce an appropriate compound angle. In these models I use a key and slot approach to make sure the round nose assembly always loads into the fuselage in the same predetermined angular orientation. For sport models that have a box-shaped fuselage, the front end of the fuselage can be sanded to produce the appropriate compound angle or shims can be used. The shims should be made of hard balsa that does not compress over time. They can be sanded thinner or added to as needed. Once I have the correct thrust line achieved via shimming, I sometimes give the joints between the shims and the front end of the fuselage a good application of CA to make sure they are permanent.



Scale models require some sort of mechanical mechanism for making thrust line adjustments. You can't sand the front end of the fuselage or add shims as such modifications would impair the scale appearance of the model. I highly recommend the use of a Gizmo Geezer prop assembly. It has a thrust button that has three tiny screws that allow for quick and precise thrust line adjustments using a small Allen wrench. You may not want to use one of the 7-inch, 8-inch, 9 1/2-inch, or 10-inch standard plastic propellers that come with the Gizmo Geezer prop assemblies. You may want to use a carved balsa wood prop instead. In that case, you can just purchase the nose button by itself with plastic inserts that can accept 1/32-inch, 3/64-inch or 1/16-inch diameter prop shafts. I have used the Gizmo Geezer nose button in many sport models.



Gizmo Geezer Nose Button Kit

For a variety of reasons, some modelers may not want to use a Gizmo Geezer prop assembly or a Gizmo Geezer nose button in their scale models. You can build your own thrust line adjustment mechanism using a hardwood reinforced nose block and a small piece of sheet metal. The prop shaft rotates in a suitable size hole drilled in the sheet metal. The sheet metal has a slot formed in the same which allows it to slide and pivot about a screw secured in the rear of the nose block, which is then tightened to fix the thrust line. Tom Hallman has an excellent video on his maxfliart channel on YouTube that shows exactly how to build this kind of thrust line adjustment mechanism that is suitable for use in a scale model. Another YouTube video shows how to build a similar thrust line adjustment mechanism for an Old Time Rubber model. Just type "rubber powered adjustable thrust angle" into the YouTube search bar.





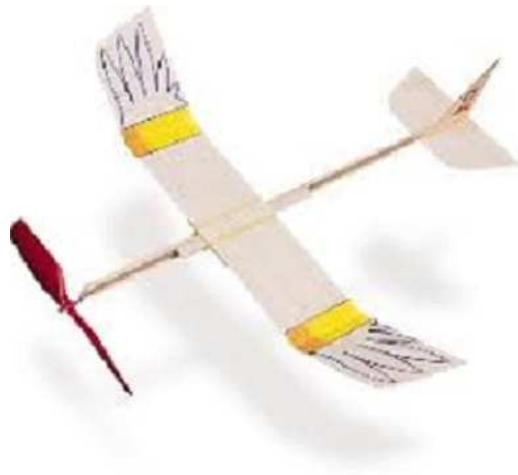
OTR Nose Block With Thrust Angle Adjustment

A few years ago, it appeared that the manufacture and sale of the Gizmo Geezer prop assemblies and thrust button were going to be discontinued. Clint Brooks of CB Model Designs came up with a very clever adjustable thrust bearing (ATB) as a substitute for use in his P-30 kits. I wrote an extensive article about Clint's adjustable thrust bearing that was published in this newsletter. I don't think Clint is selling the ATB kit but you can get some good ideas on how to reproduce it if you read my article.



ATB Kit by CB Model Designs

No matter which thrust line adjustment method you use, make sure that your nose block fits very snugly. A model with a loose-fitting nose block risks loss of the nose block and propeller during a flight. Worse, it will be almost impossible to trim so that it can achieve consistently good flights because the thrust line will wander. It is also a good idea to use a red mark on the top of the nose block plug or some sort of key mechanism to ensure that the nose block is always inserted into the fuselage in the proper orientation. I have seen a number of flights that went badly due to the model having unintended up thrust. Hopefully this article will be of help to modelers out there, both new and old.



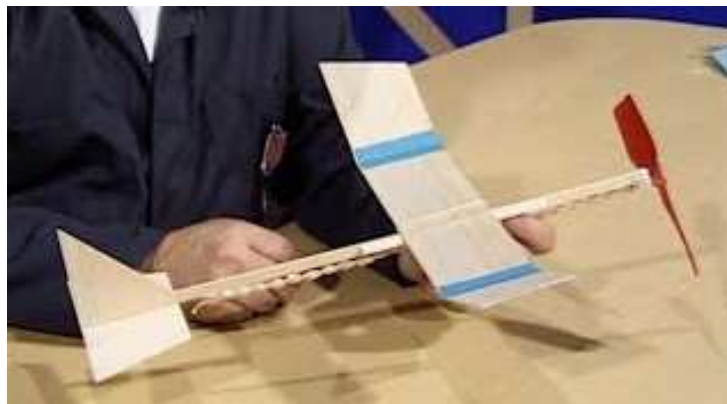
Raven – One Design

April 24 One Design Event
In memory of John Oldenkamp

Airplane is the “Raven”
Fly as designed, no modifications. You can use your own rubber.

Raven Kit (W55748) is available from Pitsco Education for \$10.75
www.pitsco.com

First flyoff 9:00 AM
FAC style Mass Launch elimination.
\$20.00/\$15.00/\$10.00 prizes



San Diego Orbiteers

Flying Schedule 2022

Taibi Field Perris, Ca

<u>Primary Date</u>	<u>Rain Date</u>	<u>Event</u>	<u>CD</u>
January 23	January 30	P-30/Glider/Power	John M
February 20	February 27	Coupe/Glider/Power	Don
March 20	March 27	OT/NOS	MJ
		Rubber/Glider/Power	
April 10	April 24	P-30/One design Event Glider/Power Oldenkamp Memorial	Mark
May 22	May 30	Coupe/Glider/Power	
June 12	June 26	OT/NOS Rubber/Glider/Power	
July	OFF	Perris Fun Flys	
August	OFF	Perris Fun Flys	
September (Dates to be announced)		Free Flight Champions Lost Hills, Ca	
September 25	(no date)	P30/Glider/Power	
October 1	October 23	Coupe/Glider/Power	
November 12,13		Dual Club, Lost Hill, Ca.	
November 20	November 27	OT/NOS Rubber/Glider/Power	
December 18	(no date)	Make-up	

MP 12/21



SAN VALEERS 73rd ANNUAL & 39th ANNUAL 7 ROUNDER

April 8,9, &10th 2021 - LOST HILLS, CA.

AMA Sanction TBD

A NFFS NATIONAL CUP, AMERICAS CUP & AMA AA SANCTIONED CONTEST

SCAMPS contest same weekend with SCAMPS CD Dan Heinrich (909) 593-5789

AMA CAT II & NOSTALGIA CAT II** (WEATHER PERMITTING)

All AMA and Nostalgia events may be flown any day but must finish all flights on the same day for each entry

1/2A GAS

A GAS

B GAS

C-D GAS

SUPER D GAS

E-36

1/2A Nostalgia

A Nostalgia

B-C Nostalgia

Nostalgia Rubber combined

1/2A Golden Age

P-30, HLG, & Catapult

F1A NORDIC - FIB WAKEFIELD - F1C/F1P POWER- F1Q SATURDAY 8 AM TO 3 PM (7 rounds)

1st Round at 8am, F1A, B, C, P, Q 240 secs. All other rounds 180 secs. Flyoff begins at 4:00pm

F1G – F1H – F1S - F1J SUNDAY 8 AM TO 11:45 Tie breaker flyoff to the ground 7:30 to 8:00 am. Standard (5 rounds 45 minutes long starting at 8:00 am, 120 sec maxes) 2 FO flights starting at 1:00 pm. If tied after 5 flights and 2 FO flights then tie breaker flight determines winner.

VINTAGE Wakefield

FRIDAY 8:00 am-1:00pm (5 1hr rounds) All flights 180 secs flyoff at 2:00pm

VINTAGE FAI

SATURDAY 8:00 am-1:00pm (5 1hr rounds) All flights 180 secs flyoff at 2:00pm

HUNTER MEMORIAL SUNDAY MORNING(weather permitting)-Sponsored by Mike Thompson

RULES: Any gas free flight airplane. 11 second VTO, 9 second H.L. Highest single flight time (no max) Starts Sunday at sunrise with 1 hr window (start time announced). Entry fee (\$1.00 per flight)

****NOSTALGIA** per latest rulebook except motor runs which shall be 10 sec HL, 13 sec VTO for 1st 3 flights, 7sec HL & 9 secs VTO on flight 4 and all additional flyoff flights. Classes scored separately for National Cup but awards given for 1/2A Nostalgia, A Nostalgia, & B-C Nostalgia.

1/2A GOLDEN AGE 1/2 A Models from 1957 to 1969 Engines:TD OR HH .049/.051, motor runs same as Nostalgia

MERCHANDISE AWARDS (engines, kits, fuel, wood, \$\$\$, etc)

Raffle PrizeTBD" donated by TBD (1 ticket for each event entered, or \$3 ea, or \$5 for 2, or \$10 for 5)

AMA/NOST CD: Rob Cobb (818) 235-4641(text only) FAI CD: Mike Thompson (805) 404-6173

AMA & Nostalgia: 1st event: \$10.00, Additional events: \$5.00 per event or \$35 unlimited entry, JRS FREE, FAI events: 1st event \$20 and additional events \$10.

"JUST BRING YOUR MODELS AND SLEEPING BAG AND HAVE FUN"

FEBRUARY 2022 OUTDOOR MONTHLY – A Picture Presentation – Photos by Arline.Bartick



Brad Terrell



Chris Reck



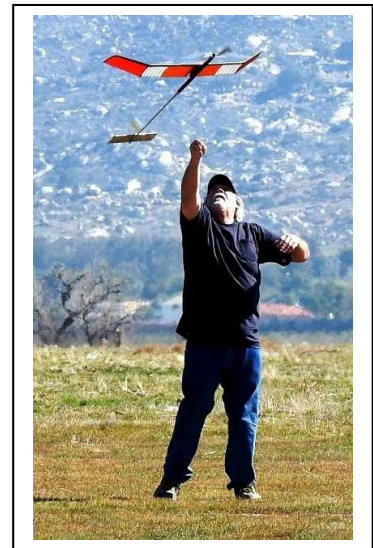
Clint Brooks



David Wade



Don Bartick



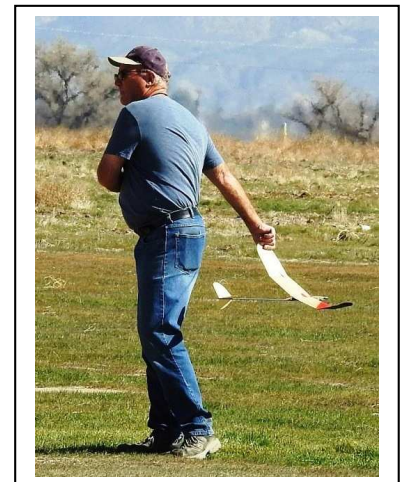
Greg Hutchison



John Alling

← John Hutchison

John Merrill →



FEBRUARY 2022 OUTDOOR MONTHLY – A Picture Presentation – Photos by Arline.Bartick



John Swain



Mark Chomyn



Mike Pykelny



Mike Sessions



Nick Panousis



Stan Buddenbohm



Tim Batiuk



CONTEST RESULTS - Tallied by Mike Pykelny



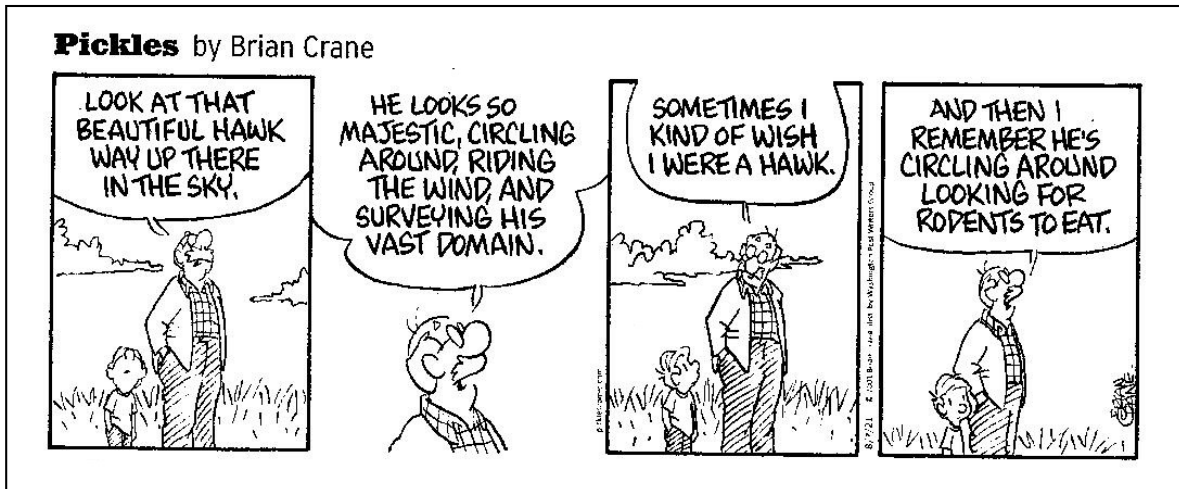
Orbiteers Monthly Contest Results

30-Jan-22

P-30	
1st	Clint
2nd	Don
3rd	Mark
CLG	
1st	Tim
2nd	Brad
3rd	John S
HLG	
1st	Tim
2nd	Brad
3rd	None
Towline	
1st	Tim
2nd	Clint
3rd	X
Power	
1st	John S
2nd	Mike
3rd	Don

20-Feb

Coupe	
1st	Clint
2nd	Greg H
3rd	MP
CLG	
1st	Tim
2nd	Brad
3rd	X
HLG	
1st	Tim
2nd	John M
3rd	Brad
Towline	
1st	Tim
Power	
1st	Clint
2nd	MP
3rd	Don



FLYING ACES

Squadron 41

San Diego



Scale Staffel

May 2022 - Outdoor Flying Contest

Saturday and Sunday, May 14 - 15, 2022

7:30 a.m. to 12:00 p.m., Taibi Flying Field, Perris, CA

(Location: 33.7803656, - 117.1972964)

Prizes for 1st, 2nd & 3rd

Fees

- \$8 entry fee includes one event
- \$3 for each additional event
- \$20 maximum: includes entry fee and 5 or more events.

Contest Director

John Hutchison
johnhutchison1@cox.net
619-504-5731

Awards Presentation

Immediately following the final event on Sunday

Hotel Accommodations

Red Lion
480 S Redlands Ave,
Perris, CA 92570
951-943-5577

GRAND CHAMPIONSHIP:

The flier who earns the most 1st - 3rd place points will become the 2022 Grand Champion. The trophy will be presented on Sunday, Sept 11.

Pilot's Meeting @ 8 a.m. each day

PT Aviation Double Nickel Contest (*New Event*)

Contact **W.Scott** for kits: wscott127@me.com

Comet Nickel Series - Double sized, Wing Spam 20"

Total 3 flights (all flights on same day)

1st place - \$50 2nd place -\$25 3rd place -\$10

FAC Single Model Events

Fly any event on either day or on both days.

1. Golden Age Combined
2. Old Time Rubber Stick & Fuselage Combined (hand launch)
3. FAC 2-bit + 1 (ROG)
4. Jimmie Allen (ROG)
5. Dime Scale*
6. Simplified Scale (Dime Scale /Simplified Scale will be judged on the field)
7. Embryo Endurance (ROG)
8. FAC Rubber Scale / 2x Peanut Walt Mooney Combined (*Special award for 2x Peanut Walt Mooney*)

Mass Launch Events will use the "Delayed Launch"

Saturday

9. FAC World War I Combat
Wind at 8:20 a.m., Launch at 8:30 a.m.
10. FAC WW II Combat /Spanish Civil War Combined
Wind at 9:20 a.m., Launch at 9:30 a.m.

Sunday

11. FAC Greve / Thompson Race
Wind at 8:20 a.m., Launch at 8:30a.m.

SAN DIEGO ORBITEERS
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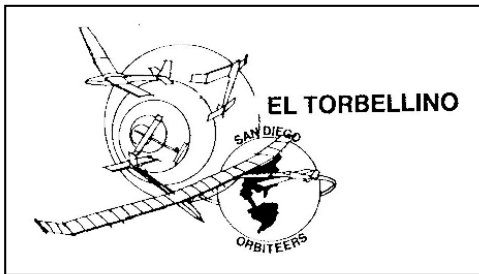


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Page 1 – Mark Chomyn
3, 4, 5 – Mike Jester
6 – Internet Search
9, 10 – Arline Bartick

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Mike Jester
Mike Pykelny

WHAT'S HAPPENING - MARCH 2022

March 27

San Diego Orbiteer Outdoor Monthly
Taibi Flying Field, Perris CA, 8:00 am.
Events: **OT/NOS Rubber / Glider / Power**