

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB



NOVEMBER 2022

Chairman's Corner – Mark Chomyn

Hope you are all doing well as we roll into the holiday season. I always look forward to Thanksgiving as it's my time to cook a holiday bird (a.k.a turkey) stuffed with my mom's sausage stuffing recipe. Along with the sausage you add mushrooms, celery, onion, and herb flavored bread cubes. My mom always pre-cooked and chopped up the innards (liver, etc.) that were packed in the front of the turkey and added them to the stuffing. But in our house, someone (insert spouse) doesn't like it that way, so I fry them up for myself as Thanksgiving hors d'oeuvres. I love the smell of turkey as it fills the house. If you've seen the movie *A Christmas Story* (1983), I'm a lot like Ralphie's dad when it comes to turkey, it's called rabid.

If you missed the October P-30 event you missed some of the best high-flying action I've ever witnessed at Perris. The P-30 event started with a mass launch. The times from the mass launch could be substituted as one of the three contest flight times if it happened to be more favorable. The mass launch was won by (you guessed it) "some guy named Stan" who surprisingly did not go on to fly in the three flight P-30 event. The P-30 event resulted in a flyoff with three flyers vying for the first-place spot. Flyoff participants were, Don "Boomer" Bartick, Greg "High Flying" Hutchison and Mike "Max Man" Jester. Judging by the flyoff flight times, I'm guessing the three flyers had their DTs set beyond the typical two-minute duration. And, did I mention altitude? I believe I saw Don Bartick's P-30 enter the cloud cover with the Greg and Mike not far below. All three DT-ed within fairly close times to each other and it became a matter of how long it would take for the de-thermalized planes to come down. Greg's touched down first taking the third-place spot, next it was Mike in second and lastly Don's plane finally touched down taking the first-place honors. For a while it looked like Don's T-tail design wasn't coming down at all. Talking with him after the flight, he mentioned that the under-cambered airfoil on his model gives him great climb and glide as compared to a flat-bottomed airfoil. So, I wonder? Can I take the wing plan form on my Hotbox and go from a flat bottom to an under-cambered airfoil? I'd retain the cracked rib on top of the wing spar, cut some cambered bottom ribs (kind of like sliced indoor ribs) and notch the bottom of the wing spar to accept the cambered ribs. Sounds like a worthwhile experiment. Now I've just got to find my Hotbox plan that's somewhere in the garage.

Our next outdoor event in Perris on November 20 will feature Coupe, Power, and Glider (HL and Cat). Fun starts at 7:30 AM and closes at 11AM. What better way to drop a pound or so and work up a Thanksgiving appetite than chasing down a few max flights. Hope to see you there. I'll be the CD for the event but, truth be told, all the heavy lifting is done by Mike Pykelny. Remember to thank him for getting monthly contest sanctions, setting up the scoring table, and calculating flight time totals. I'm just there to hand out cash to winners. Hopefully the drainage channel won't be flowing. My Hotbox came dangerously close to taking a bath at the October P-30 event.

Speaking of events, ever wonder about how you can get younger flyers interested in the hobby? You have a great opportunity to do just that. Aeronautical students at San Diego State are doing a mass launch event using the (I believe) AMA Alpha on November 16th from 1PM to 2PM at San Diego State University. Students will be graded on how well their model flies. If you are interested, please contact Mike Pykelny at mpykelny@dlxtreme.com. You will need to get a parking pass to park on campus and Mike can arrange to get you one. Your knowledge of balancing and trimming can help to put a smile on a student flyer's face and make the event a great learning experience. For the new student flyer and for you.



Got to relive a part of my childhood due to a very kind gift from our treasurer, Howard Haupt. I had mentioned in a previous column that my first experience with a model airplane catching a thermal and going out-of-sight was back in 1961 at the age of 12. The flight occurred at Whitney Street Park in Ludlow, Massachusetts. The model plane was a simple all sheet rubber power plane with a stick fuselage and a four-inch diameter red plastic prop with a plastic push-on bearing. The plane was the Skeeter produced by North Pacific Products in Bend Oregon. In exchanging e-mail with Howard, he mentioned that these were still available at True Value Hardware. I searched the internet and found the planes in the True Value website, but the store locations for San Diego noted that the planes were out of stock. Howard replied letting me know he had one somewhere in his collection and would send it to me. Well shortly thereafter a package from Howard did arrive. And, to my surprise it not only contained the Skeeter but also North Pacific Space Flyer and Stunt Flyer gliders and a rubber powered Sleek Streak with landing gear! The label on the Sleek Streak summed it up perfectly....."Fun Tested, Just Clips Together". I never imagined I'd ever have the chance to fly these planes again. I took the Skeeter to Perris and flew it a few times on the original rubber that came in the package. It was rather stiff, so I lubed it, but even then, it was quite firm and produced a quick burst of power that had the plane flying like a speedster but not for very long (5 to 10 seconds). I replaced the original rubber with a single loop of 1/8" Tan II and got flights of around 15 to 20 seconds on about 250 hand winds. I'm going to bring it to the November contest and bring my indoor winder and see what the Skeeter will do on some higher winds. Gee, it's great to be a kid again. Thanks again Howard.



Want to thank AMA for the great cover on the November issue of Model Aviation. A beautiful stop action of 1930's rubber power Caudron, Folkerts and Chambermaid racing planes in a mass launch. Thanks for giving us free flyers a front page we can really relate to. Have to admit though, I really get envious looking at the great condition of the Geneseo flying site. AMA followed up on the cover shot with an article on page 34 that gave a day-by-day summary of the Flying Aces National and some neat photos of the flying action. Who knows maybe some day I'll take a bucket list trip back east and check out Geneseo.

Hope you and yours all have a wonderful Thanksgiving. In your list of things to give thanks for don't forget to include the pursuit of free flight. If you're like me, our hobby/sport helps keep me sane when all else is going crazy. Guess I'll go out to the building board in the garage and start working on that under-cambered wing for the Hotbox.

Gobble, gobble, gobble.

Mark

"The Hawaiian shirt thing was just a way to bring a little color to the flying field!"

Dave Platt from page 124 of Model Aviation, November 2022





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El Torbellino is the official newsletter of the San Diego Orbiters, 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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Family Circus BY JEFF & BIL KEANE



11-14

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**“Hi, Charlie! I’m home!
How was your day?”**

Rubber Musings



By Mike Jester

The quality of the rubber used to make up motors can make a significant difference in the flight performance of your rubber powered model airplane. In my experience, the quality of the rubber plays a much bigger role with regard to indoor duration stick models like Penny Plane and A-6 than with regard to outdoor sport models like P-30 and F1G. In outdoor flying, the ability to pick good air is a huge factor. High launch torque is typically desirable in outdoor flying. Indoors you don't want a big torque burst. Instead, it is best to wind to near breaking torque, and then back-off turns to a predetermined launch torque that will get the model to stop climbing just below the beams. Outdoors, fatigued rubber motors should be replaced. Indoors the best flights can sometimes be achieved on the 3rd or 4th wind.



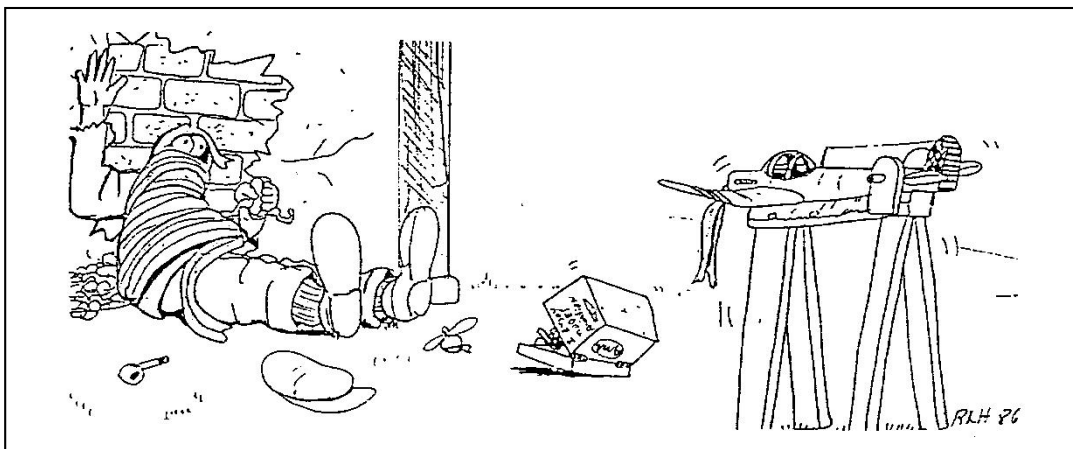
Decades ago, free flight model airplanes were flown with Pirelli rubber. That is the same Italian company that makes tires. I was told that Pirelli made rubber strips for tying grape vines and they made it into model airplanes. A dedicated free flight modeler eventually worked with a rubber manufacturer and developed TAN rubber. Somehow TAN rubber was related to the rubber used to wind the cores of golf balls. An improved formula was developed and sold for many years known as TAN II rubber but its quality varied significantly from batch to batch. Eventually golf balls converted to a solid core and the TAN II rubber was



no longer available. An ever-diminishing amount of TAN II rubber still exists and can sometimes be purchased on eBay or acquired from other flyers and estates. The May 1999 batch of TAN II rubber is legendary for its quality and many indoor world records have been set using this rubber. When the manufacture of TAN II rubber was discontinued around 2002, Tan Sport rubber was introduced. Then an improved rubber known as Tan Super Sport (“TSS”) was introduced. By 2005 its batches were reasonably good, but not as good as the best batches of TAN II rubber. TSS rubber is commercially available from FAI Model Supply. To the best of my knowledge, TSS is the only rubber that is currently manufactured and sold that is suitable for free flight.

Rubber deteriorates over time, especially if it has not been properly stored. It should be stored in a cool, dark place. The ultimate culprit for damaging TAN II and TSS rubber is UV radiation. Therefore, try to minimize the exposure of your rubber to direct sunlight. Just like wine, all batches of TSS rubber are not equal. A few years ago, Don DeLoach reported that since 2009 all batches of TSS rubber are “good.” The F1B guys say that for their models, the April 2016 and June 2016 batches are the best. This appears to be because that rubber produces a huge torque burst when wound to near breaking torque. I can’t take advantage of this rubber because it is hard for me to tame the torque burst when trimming a model without multi-function moveable flight surfaces.

At last month’s WESTFAC Warm Up in Buckeye, Arizona, Rich Adams, a master scale builder and flyer, recommended only buying one-pound boxes of FAI rubber and not five-pound boxes. He says that if it gets tangled in the box it is less troublesome to untangle. He also says that if the batch of rubber is not good, you don’t have too much of it. But what if it is good, then you don’t have enough, right? Last month I was getting ready for the P-30 contest in Perris and I wanted to test a P-30 rubber motor from a certain batch of FAI rubber. I made up a 6 x 3/32 motor that was 4.9 grams. So, it was a half P-30 motor. I didn’t have a torque meter handy in my garage as it was already packed in my car and I was too lazy to get it. I stretch-wound the half motor as much as I could until it broke at 950 turns. I assumed that a full-size rubber motor from the same rubber would take 1900 turn. Well, when winding for the P-30 mass launch at Perris, the full size 6 x 3/32 P-30 motor made from the same batch of rubber broke at 1750 turns. Other flyers were already on the flight line with wound models and it would have been unfair to take at least 5 minutes more for me to get ready. I missed the mass launch. The lesson I later learned, from Stan Buddenbohm (an expert rubber, power and glider flyer) is that a rubber motor that is twice as long with the same cross-section and made from the same rubber will not take twice the turns before breaking. In fact, it will break at fewer turns. I was surprised to learn this as it is counter-intuitive. Perhaps the slightly colder temperatures at the mass launch had some effect, but that should not have made a 150-turn difference. It is also possible that the rubber further along the massive strip in the one-pound box was not the same. You will sometimes see the splice joints in TSS rubber. I always go by launch torque, and breaking torque, so my lazy test cost me.



P-30 Don
Mike J
Greg

HLG Tim
Stan
John M

CLG Chris
Stan

Power Mike P
Clint



Brad Terrell, Stan Buddenbolm, Tim Batiuk



Mike Pykelny – Flight preparation



Don Bartick – Ready to fly



Results of the 2022 Dual-clubs Free Flight Bonanza A National Cup Event

November 12-13, 2022 LOST HILLS, CA

Don Bartick, San Diego Orbiteers, Contest Director
Doss Porter., Fresno GMC Contest Official



The Dual-Club Free Flight Bonanza is the joint annuals for the San Diego Orbiteers and Fresno Gas Model Clubs. This was the 63rd and 82nd annuals respectively for the clubs. Having dual club participation in waning attendance significantly reduces the overhead cost to put on a successful event. It has worked well over the past 20 years. This is the 2nd year sharing the field with the Patterson FAI contest. It worked well last year and it again worked well this year. Even better.

Arline and I arrived on Thursday and met up with Brian on the field. We worked out the location for our contest and proceeded to set up. The weather forecast for the weekend was cool and very little wind. Couldn't be better. Last year we were faced with early morning Tully fog that caused several hours delay for both days. According to Brian Van Ness, this was very rare having CD'd the Patterson FAI contest many years. As such, no fog this year.

The scheduled Saturday noontime 1-hour break for lunch and the now famous Ice Cream Social during the break continues to be a favorite. Leftover ice cream and condiments are giving to the local Lost Hills Fire Department. The tradition also lived on for the very well attended Saturday night Food Fest. Courtesy of the Dual-clubs.

Overall participation was 31, broken down to 27 Sr/Open and 4 Juniors. A bit disappointing. Several regulars were absence. Even so, we did have some new faces. This is encouraging. The hobby still has life.

Special thanks to Orbiteers Arline Bartick, Giselle Batiuk and Fresno GMC Gail Porter and Nancy Day who spent a great deal of time at the CD table registering folks, recording times and helping with the Ice Cream Social and Food Fest. This gave me and Doss Porter an opportunity to participate in the competition. Also, a special thanks to Linda Piazzzi who couldn't attend but provided provisions for the Food Fest. Last but not least, Fresno GMC David Martin for manning the grill and Dan Heinrich who provided shelter and electrical power for the Food Fest. I can't express more gratitude for their help. Arline also handles the camera duty. She has honed her action shots to perfection. Furthermore, she culls out individual shots of flyers and shares the pictures with them via email.

The 2 contests ran smoothly on the Lost Hills field. Next year the Dual-club Free Flight Bonanza will expand to 3 days. This will allow more time for the contestants to fly the many events on the roster. We will also invoke flying any event, any day of the contest. But once an official flight is made in any one event, the competitor must conclude that event the same day. No exception.

Highlight of the contest: The most contested event this year was A/B Nostalgia with 9 entries. The Gold went to Bruce Hannah with a total of 2196 seconds beating out Jim Kelly with 2189 seconds. A real cliff hanger. P-30 was next with 6 Open and 3 Juniors competing separately. Ates Gurcan pulled of the Open win with 360 seconds. Second place going to Bruce Hannah. Mason Mayer was the Junior 1st place winner beating out Henry Kruse.

Until next year; *Don Bartick, CD Ramona, CA: dbartick@4-warddesign.com*

For the record

P-30 MASS LAUNCH (4)		P-30 (6)		P-30 Junior (3)	
1 Don Bartick	176	1 Ates Gurcan	360	1 Mason Mayer	311
2 Bruce Hannah	150	2 Bruce Hannah	334	2 Henry Kruse	258
3 Glen Schneider	120	3 Clint Brooks	321	3 Tristan Mayer	233
½ A Gas (1)		A Gas (4)		B Gas (4)	
1 Ron Garnus	84	1 Jerry Hull	720	1 Jeff Carmen	1188
		2 Dave Martin	540	2 Guy Mennano	1073
		3 Guy Menanno	519	3 Jim Cruse	708
C/D Gas (4)		Catapult Glider (4)		Catapult Glider, Jr. (2)	
1 Jerry Hull	1260	1 Tim Batiuk	360	1 Daniel Guo	226
2 Guy Menanno	900	2 Rocco Ferrario	344	2 Tristan Mayer	121
3 Randy Secor	540	3 Jon James	226	3	
Hand Launch Glider (3)		Hand Launch Glider Junior (2)		Vintage FAI (1)	
1 Tim Batiuk	483	1 Tristan Mayer	231	1 Justin Martin	697
2 Clint Brooks	319	2 Daniel Guo	228		
3 Guy Menanno	315				
E-36(3)		Night Gas Combined (1)		Vintage Wakefield (3)	
1 Don Bartick	360	1 David Martin	540	1 Ates Gurcan	900
2 Mike Pykelny	330			2 Bruce Hannah	876
3 Jon James	245			3 Guy Menanno	180
½ A Golden Age (3)		Dawn Mulvihill (1)		½ A Nostalgia (4)	
1 Pete Pfarr	870	1 Bud Romak	NR	1 Bruce Hannah	532
2 Bruce Hannah	535			2 Peter Pfarr	422
3 Justin Martin	435			3 Justin Martin	317
A/B Nostalgia (9)		C Nostalgia (5)		Early ½ Nostalgia (1)	
1 Bruce Hannah	2196	1 Glenn Schneider	900	1 Justin Martin	329
2 Jim Kelly	2189	2 Guy Menanno	845		
3 Guy Menanno	1216	3 Don McNamee	540		
½ A Texaco (2)		1/2A Classic Power (2)		020 Replica (1)	
1 Brad LeVine	5:52	1 Pete Pfarr	476	1 David Martin	42
2 Jim Cruse	5:44	2 Justin Martin	460		
Sm. OT Rubber Stick/Cabin (3)		Lg. OT Rubber Stick/Cabin (2)		Rubber/Wakefield Nos (1)	
1 Glen Grell	1080	1 Glenn Grell	415	1 Glen Grell	1167
1 Bud Romak/Stick	540	1 Bruce Hannah	180		
1 Bud Romak/Cabin	238				
Full Size Texaco (1)		Classic Towline (2)		Gollywock Mass Launch (2)	
1 Brad Levine	7:18	1 Brad Levine	352	1 Don Bartick	252
		2 Tim Batiuk	326	2 Bud Romak	198
Target Time (3)		Bill Booth Sr. Memorial			
1 Ates Gurcan	10	1 David Martin	N/A		
1 David Martin	50				
1 Dan Heinrich	77				



**Photos of the 2022 Dual-clubs Free Flight Bonanza
A National Cup Event
November 12-13, 2022 LOST HILLS, CA**



Clint Brooks



Henry Kruse



Dawn P-30

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**Photos of the 2022 Dual-clubs Free Flight Bonanza
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Tim Batiuk and Daniel Guo



Don Bartick and Bud Romak
(Gollywock Fly Off)



Dawn P-30 Mass Launch



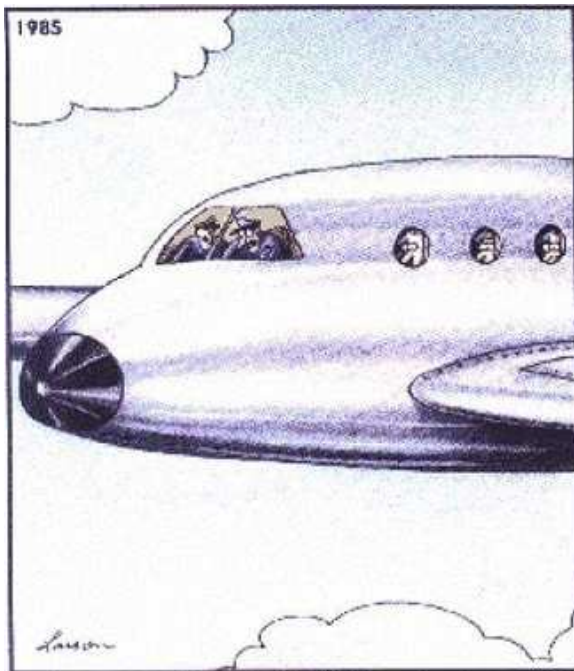
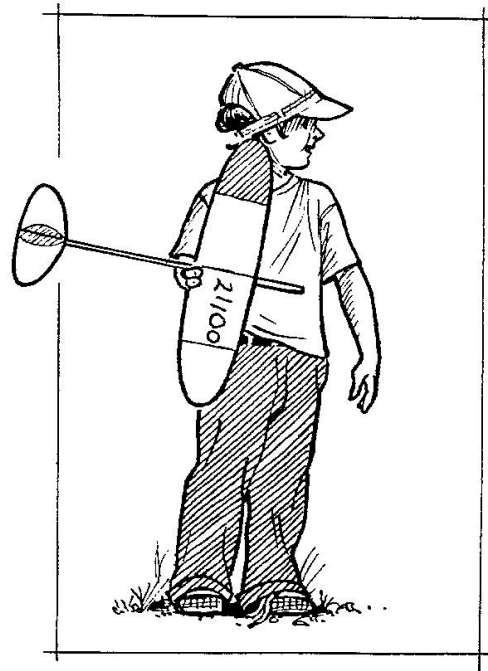
←Randy Secor &
Glen Grell
(Ice Cream Social)

Don Bartick →



Cardenas Right Stuff - Don Bartick

Years back when the Orbiteers had quest speakers at our awards banquet, I made arrangements for retired Brigadier General Robert (Bob) Cardenas to speak. He was an Air Force experimental test pilot. Notably, he tested the Northrop XB35 flying wing and was the pilot of the B-29 launch aircraft that released the X-1 experimental rocket plane in which then Captain Charles (Chuck) Yeager became the first human to fly faster than the speed of sound in 1947. It just so happens Bob is a graduate on the University of New Mexico (UNM). The same school I graduated from in 1962 and he in 1955. In the latest issue of the UNM Alumni Assoc. magazine, I learned that Bob recently died in San Diego at age 102. I'm sure some of you in Orbiteer land will remember him.



"The fuel light's on, Frank! We're all going to die!
... We're all going to die! ... Wait, wait. ... Oh,
my mistake—that's the intercom light."



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PHOTO CREDITS:

Page 2 - Mark Chomyn
5 - Mike Jester
6, 9 10 - Arline Bartick



WHAT'S HAPPENING - November / December 2022

November 24TH **Thanksgiving Day**

December 18TH San Diego Orbiteer Outdoor Monthly
Taibi Flying Field, Perris CA, 7:30 am.
Events: **Make-Up / Glider / Power**