

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB



APRIL 2023

Chairman's Corner – Mark Chomyn

March came in like a lion and left like a lion and we (at least I for one) are anxiously awaiting the lamb of April. Our March outdoor events were rained out and along with the rain came some damage to the Perris field's access road off San Jacinto. Wash outs there were bad and occurred in an area which is within the public right-of-way and subject to oversight by the City of Perris. Responsibility for any repairs has been bouncing about between two city departments but it is hoped that the approach to the field's access road eventually will be repaired. Bottom line we held no outdoor events in March. We are now looking at how to handle any make-up dates for the contests lost.

Our current contest calendar for April shows that the P-30 Oldenkamp Memorial will be held on April 30. If the current dry weather holds, we should be good to go on that date. Along with the P-30 event we will also have glider (HL, CLG, and tow) and power. The SCAMPS will hold their Taibi Memorial Contest at Perris on the same day, so we'll be sharing the field with them. May make it hard for me to concentrate with so many great classical gas jobs getting launched while I'm winding my motor. Good thing I have a counter on my winder. April will be a busy contest month with the San Valeers 74th Annual, April 13 -16 at Lost Hills and the Scale Staffel of San Diego Two-Day contest, April 22-23 at Taibi Field in Perris. I just looked at the Scale Staffel website for the contest flight categories and noticed that PT Aviation's William Scott is sponsoring a Comet Double Nickel (20" span) event with some serious prize money. We're talking \$50 for 1st, \$25 for 2nd and \$10 for 3rd! I've got PT's 20-inch Ryan Trainer and need to get it out of its packaging and onto the building board. I've got 15 days to get it done. The race is on.

In a previous column I mentioned that I had a 50-inch span Comet Taylorcraft that I was going to build and noted that I intended to include all the working surfaces (stab, rudder and ailerons) and the operating cabin doors. Well, I have made some progress and have the fuselage about 80% complete. Assembling the doors and hinging them with fine wire was a pain in the patoot. Problems for the build started even before I began assembly. I've always disliked kits that require you to splice strip stock to get the length required for a longeron or spar. In this case the kit's strip stock was too short for a one-piece longeron.

So, a trip to the hobby shop was made to get some full length (36 inch) 1/8-inch square strip stock. It's been a while since my last trip to the hobby shop and what used to be a display filled with all sizes of balsa was.....you guessed it totally devoid of any 1/8-inch strip stock except for three rock hard sticks that would put Guillows to shame. I took the three strips of petrified wood anyway figuring they would make good leading and trailing edges for the stab and rudder. Reluctantly I returned to the building board and started making the scarf joints required to get the needed



longeron length. The strips I scarf joined all came from the same sheet of kit balsa so at least I was assured of consistent quality (bendability) among the strips. As I continued building, I began to realize the size implications of the project in terms of the yards of covering material needed, quarts of dope necessary and the strands of Super Sport that would be required to power the plane. I'm leaning toward using clear spray Krylon to seal the tissue as I think that brushing coats of dope on this beast would likely lead to wrist sprains. I'm thinking about 3 to 4 spray cans should do it. My advice to those contemplating building a jumbo scale plane of this size, just build two 24-inch span planes, you'll be happier and still have money in your wallet. I do regret not having started the build earlier. It would have been great to fly it at the Scale Staffel Two-Day.

Building the Taylorcraft took me back to the "good old days". Those days in the 1950's and 1960's when as a kid I'd judge every potential model by its wingspan. The bigger the better. I think this model at that time retailed for about \$2.00 and for a 54-inch wingspan that seemed like a bargain. I've built a few older kits from my childhood and even with the skills I have now some of those models still pose challenges I know I couldn't have solved as a kid. Just cutting the printed parts from rock hard sheet stock would have likely made me give up and buy a plastic kit. I think the model companies really wanted kids to get hooked on model aviation, but I think many of the products they offered were beyond the ability of many young kids unless they had a father or relative that was able to assist. That's why when I get the Taylorcraft built I'll get a sense of accomplishment that I wasn't able to experience as a kid. And that's the reason I got back into this hobby in my fifties. Now at 73 I'm finding out that some of those old models I cursed as a kid as unbuildable really can be built and flown.

Hope you all had a very Happy Easter
Mark

Glide the ship over tall grass and adjust it to give a smooth descent. If the angle is too steep, slip a small wedge between the fuselage and the wing at F10. If the model stalls, place a wedge at F11.

(Flying instructions from the Berkeley free flight, rubber scale Culver V copyright 1946)

GOLDEN AGE COUPES - H.Haupt

You may have read about the Coupe special event that is to be run at the 2023 AMA Nats.

This 'Golden Age Coupe' class has a published set of rules for building any Coupe designed Pre-1970. The rules were printed in the "Free Flight Sport" column by Don Deloach in the April 2023 Model Aviation magazine.

Stan Buddenbohm who participates in the Orbiteer events has built a vintage Coupe pictured to the right.

Maybe it is destined to fly at 2023 AMA Nats.



3-D Printed Parts and Tools for Free Flight

By Mike Jester



One of the most significant developments in our hobby over the last few decades has been the recent introduction of 3-D printed parts and tools for free flight. Basically, a filament of special plastic is extruded in accordance with a precise pattern controlled by a computer to create precision parts. 3-D printers are very affordable. Many different models can be purchased for under \$500. Previously the need for expensive metal tooling for injection molding made it cost prohibitive to fabricate plastic parts unless they were going to be molded in quantities of thousands. Now plastic parts can be readily designed by hobbyists using a variety of CAD programs which can be used to drive a 3-D printer. The only disadvantages are that the parts are slow to print and sometimes require a little clean up.

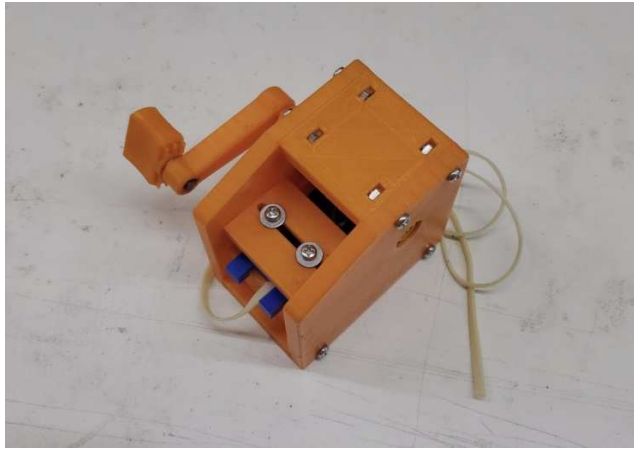
We all know that the choice of plastic props for our hobby has been extremely limited for decades. Peck, Igra (Czech), Guillows, Ikara, Gizmo Geezer, and more recently orange Chinese props, were pretty much all we could purchase. Archie Adamisin has been a pioneer in designing and producing 3-D printed props for free flight. They can be purchased through Volare Products. Check out his 4-bladed prop for the Peanut Hellcat shown in the picture below. Not only does it look great, but in addition, according to George Bredehoft, it produces superior performance over the conventional 2-bladed commercial props and even hand carved balsa wood props.



Peanut Hellcat with 3-D printed 4-bladed Prop

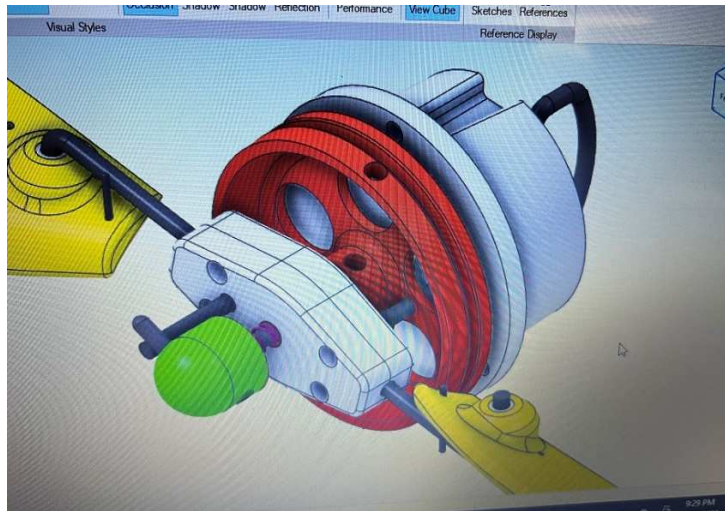
Volare sells a number of 3-D printed products which I have personally found to be very useful. They include a handle extension for the small K & P winder, ends for stuffer sticks, and bobbins for rubber motors. Volare sells 3-D printed nose blocks for the Gollywock, Wanderer, King Harry, and Hep Cat OTR models.

You can purchase 3-D printed helical blade forming blocks from J & H aerospace. Most impressive is that company's Ezestrip™ rubber stripper made from 3-D printed plastic parts. It is very economical at only \$55.



3-D Printed Ezestrip™ Rubber Stripper from J & H Aerospace

I purchased 3-D printed Crocket hooks from Hummingbird Model Products. Archie has even developed a prop assembly for Coupe (FIG) made with 3-D printed blades and a 3-D printed hub including a Montreal stop. The possibilities for new parts and tools that 3-D printing has made available to our hobby are endless.



3-D Printed Hub Assembly with Montreal Stop



3-D Printed Mold Halves for Forming Helical Sheet Balsa Wood Propeller Blades



3-D Printed Stuffers and Bobbins



3-D Printed Nose



PAST and PRESENT - H.Haupt

As a new, fun thing to do, it was suggested that a new monthly feature be tried in the El Torbellino.

This new feature would publish pictures of our club members, from days of their youth, participating in modeling activities.

It might be fun to pair the picture of yesteryear with one showing the member in current day activities.

To start off the feature, Don Bartick has supplied a picture of himself at the age of 16 years old, displaying a Civy Boy!



Don Bartick – Age 16

Don Bartick - Retired →



National Cup - Don Bartick

Many of you in Orbiters land don't know that our monthly contests earn contestants National Cup points. Back in April 2018, based on the request by Tim Batiuk, the Orbiters joined the National Cup Program. As a consequence, it has been incumbent upon me to file a National Cup report after each monthly contest. Only, AMA and NFFS events are scored. The top five places in these events are reported. Also, the total number of entries in each event. The report goes to Bob Hanford who is the National Cup Chairman. He uses some sort of an algorithm to calculate and keep track of individual points. He then publishes quarterly reports that are distributed to each club participating in the program. When the year is over, a final report is issued. The top 5 places in each event receives a certificate and bragging rights.

The history of the National Cup Program is provided below for your reading enjoyment.

National Cup Program

Introduction

After many successful years of the World Cup and America Cup programs for the FAI events, it was thought that a similar program could be created for the AMA and NFFS events. The goals were to create a nationwide competition that would both promote participation at local club events, and encourage travel to boost attendance at the meets held by other clubs. So in the year 2000, the National Cup Program was created by Dr. Bob Perkins and Bob Mattes, who served as the administrator of the program until the end of the 2010 flying season, when those duties were passed to Bob Hanford.

Although it was patterned after the existing World Cup and America Cup competitions, there are differences. Rather than holding separate Cups for each individual event, events were grouped by type.

Initially, four Cup groups were established—Nostalgia Gas, AMA Gas, AMA Rubber, and Glider. The following year, a Junior Cup was added. The next year saw two more Cups added, with the introduction of Classic Gas and Nostalgia Rubber. In 2008, the Nostalgia Gas Category, the only six-event Cup, was split into Large and Small. Years of results had shown that several fliers only flew one or the other, so it was thought that both Cups would become more competitive by holding them separately. Then in 2014 the Electric Cup was added, for the present total of nine Cups.

Except for adding new Cups, the program format has remained unchanged since its inception, which is a testament to how well it was originally planned. Other than changing the mastheads on each sheet, which is required for the new contest calendar every year, the same Excel spreadsheets written by Bob Mattes have also served without revision to summarize both points and standings.

Eligible Contests

All National Cup contests must be AMA sanctioned events, run in accordance with the applicable AMA or NFFS rules. Initially, a contest request form needs to be submitted to the administrator to be considered for National Cup competition. Once accepted as a National Cup meet, the contest is carried over to subsequent years, requiring only a confirmation of the proposed date and CD for

that year. That greatly reduces the amount of paperwork required of the clubs and their contest directors, many of whom change from year to year. Typically, about eighty to ninety contests qualify each year.

Reporting

There is a report form available on the NFFS website, which is also sent to CD's along with instructions prior to their contest. Results can be submitted electronically using this form (preferred), or mailed to the address on the form. Alternatively, copies of the score sheets can be scanned, photographed, or copied and sent. This does eliminate the follow up questions pertaining to the number of flights made, but the sheet should also show which event each contestant flew in combined events, or the CD can count on getting an email or call asking about it. Many CD's also compile results to be sent out to those who attended their contest, which is also acceptable, but must show ALL who flew in each event, not just top threes. If someone's score shows a total time equal to or less than two maxes, the follow-up to confirm that all three flights were completed will be forthcoming, unless it's indicated on the result sheet, (one flight) or (two flights) for example.

When contest events are all ages combined, please indicate any Juniors who appear in your standings. For those events that are existing Junior NC events, those fliers are pulled out separately and award points toward the Junior Cup, as if the events were held separately. Juniors should not have to compete against Adult members for points, and Adults should not gain additional points for placing above kids. This is only done for the six Junior Cup events—when they place in events that are not Junior Cup events, such as Nostalgia Gas or A Electric, they are added to the Adult listings and awarded points toward those Cups

Scoring

Like the World and America Cups, only the top five places receive points in each event. Bonus points are also added for higher numbers of entries, although the point structure is slightly different. In order to be eligible to receive points, all three flights must be completed. The number of fliers counted in each event is not the number of entries, but how many actually attempt a flight, whether they finish all three or not. The number of fliers in each event determines the number of points to be awarded.

Many clubs combine events for award purposes, such as ABCD Gas, to make an event more competitive when the number of fliers in each event is relatively small. In these combined events, National Cup points are awarded as if each event were held separately. So in the above example, if there were eight fliers, two in each of the four above events, there would be first and second place points awarded in A, B, C, and D, provided that each had completed their flights. This example comprises the two most common follow-up questions that are requested of CD's—who flew which event in combined events, and whether all three flights were completed.

First place earns 21 points, with one point added for each additional flier who attempts a flight. Each placing below first is five points less, for the top five places only. With two fliers, first would earn 22 points and second would earn 17. For eight fliers, the points earned would be 28/23/18/13/8 for the top five places. Ties must be resolved with a fly off—coin tosses do not count. If ties are not flown off, duplicate points for the lower place are awarded to both (or all tied) fliers.

A total of six scores per event within each Cup are used for final standings, with a limit of two scores per event at each flying site, except for the four exempt contest sites. More than two scores

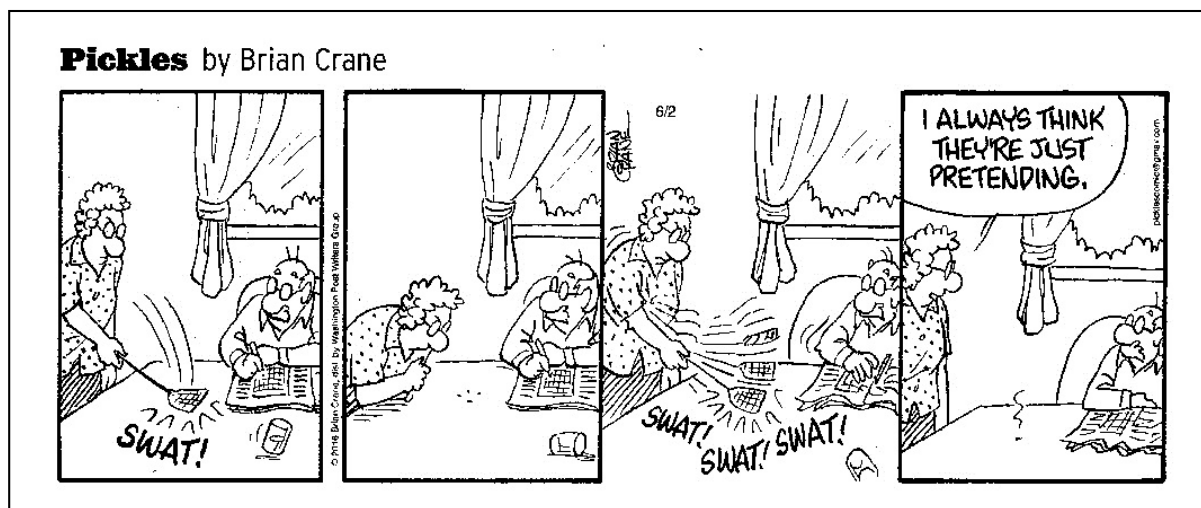
can be posted in an event at a single site throughout the season, but only the two highest are counted. This permits a flier to improve a previously posted event score at another contest on the same field later in the season.

Each district has an “exempt” contest—the Southwest Regionals in Eloy for the West, the King Orange in Palm Bay for the South, the Nationals in Muncie for the Northeast, and the Rocky Mountain Champs in Denver for the Central. A seventh score is allowed in each event if it comes from an exempt contest. This exception allows a third score from one of those four sites. Scores can be posted from multiple exempt contests, but only one can be a third score from a single site.

Awards

The first five places in each of the nine Cups receive a certificate, presented at the NFFS banquet each year at the AMA Outdoor Nationals. In the spring of 2011, the format for a Grand Champion was created by Bob Mattes. It was retroactively applied to the 2010 results to crown the first Grand Champ, and has been used each year since. It awards 100 points to the winner of each Cup, and subsequent points as a percentage of the winning score to each of the other participants. The highest total among four cups is the Grand Champion, with a limit of only two scores permitted from the four power cups. At least two categories (Gas, Rubber, Electric, or Glider) are required to be eligible. The top five of the Grand Champions are also announced each year at the NFFS banquet.

The National Cup program would not be possible without the input from the dozens of diligent Contest Directors across the country. To be credited for the points that they have earned, all of the participants are dependent upon the submission of the contest reports from the CD's. A genuinely deserved thank you goes out to all of the Contest Directors who continue to make the program a success. The prompt replies to the occasional follow up questions are also greatly appreciated.



**FLYING
ACES**
Squadron 41

San Diego



Scale Staffel

April 2023 - Outdoor Flying Contest

Saturday and Sunday, April 22 - 23, 2023

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.

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

PT Aviation Double Nickel Contest

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. FAC Rubber Scale
2. Jimmie Allen (ROG)
3. Embryo Endurance (ROG)
4. Golden Age Combined
5. Old Time Rubber Stick & Fuselage Combined (hand launch)
6. FAC 2-bit + 1 (ROG)
7. Dime Scale

Mass Launch Events

Saturday - Pilot meeting at 8:00a.m.

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

Sunday - Pilot meeting at 8:00a.m.

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



← Cancelled - See below for rescheduled date and events.

Our planned tenth anniversary contest on May 19, 20, and 21 2023, has been cancelled.

We are replacing it with a contest on Wednesday May 17, 2023 beginning at 8 AM.

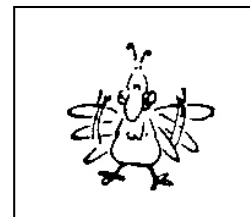
The flight contests will be

1, Thompson Greve Mass Launch

2. Jimmy Allen (ROG) TOTF

Old Time Rubber Fuselage TOTF

Hope to See you there



San Diego Orbiteers

Flying Schedule 2023

Taibi Field Perris, Ca

Primary Date	Rain Date	Event	CD
January 22	January 29	P-30/Glider/Power	
February 19	February 26	Coupe/Glider/Power	Mike P.
March 19	March 26	OT/NOS	
April 16 (New date to be determined)	April 30	P-30/One design Event Glider/Power Oldenkamp Memorial	
May 21	May 28	Coupe/Glider/Power	
June 11	June 25	OT/NOS Rubber/Glider/ Power	
July 16	July 23	P-30/Glider/Power	
August 20	Aug 27	Coupe/Glider/Power	
September	15,16,17	Free Flight Champions Lost Hills	
September 10	Sep 24	OT/NOS Rubber/Glider/Power	
October 15	October 22	P-30/Glider/Power	
November	10,11,12	Dual Club, Lost Hill, Ca.	
November 19	November 26	Coupe/Glider/Power	
December 17		Make-up	

BOARD OF TRUSTEES



Chairman

Mark Chomyn(760) 753-7164
chomyn@roadrunner.com

Vice Chairman

John Hutchison.....(619) 303-0785
johnhutchison1@cox.net

Secretary

John Merrill(619) 449-4047
johnrmerrill@yahoo.com

Treasurer (Trustee at Large)

Howard Haupt(858) 272-5656
hlhaupt1033@att.net

Don Bartick (760) 789-3773
dbartick@4-warddesign.com

Mike Jester(775) 831-8303
michaelhvester@gmail

Mike Pykelny(858) 748-6235
MPykelny@dslextreme.com

Tim Batiuk(949) 547-4644
tbatiuk@gmail.com

ORBITEER TASK LEADERS

Competition Director and Score Keeper

Mike Pykelny.....(858) 748-6235
MPykelny@dslextreme.com

Banquet and Social Activity Coordinator

Linda Piazza.....(858) 748-6235
MPykelny@dslextreme.com

Safety Officer & Field Marshall

Open Position(xxx) xxx-xxxx
yourname@volunteer

Web Master

Kathy McLaughlin.....(619) 303-0785
kamclaughlin1@cox.net

Newsletter Editor / Membership Cordinator

Howard Haupt(858) 272-5656
hlhaupt1033@att.net

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:

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: Kathy McLaughlin

CONTRIBUTORS THIS ISSUE:

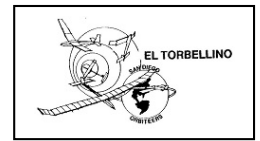
Mark Chomyn
Mike Pykelny
Don Bartick

PHOTO CREDITS THIS ISSUE :

Mark Chomyn	Page 1
Stan Buddenbohm	2
Mike Jester	3, 4, 5
Don Bartick	5
Arline Bartick	5



SAN DIEGO ORBITEERS
Howard L. Haupt / Editor
3860 Ecochee Avenue
San Diego, California 92117-4266



WHAT'S HAPPENING - February 2023

- April 22/23 - Scale Staffel Outdoor Flying Contest
 Taibi Flying Field, Perris CA, 7:30 am.
 See enclosed flyer for events and details.
- May 17 - Oasis Flyers – Flying Aces Squadron 20 – Contest
 Taibi Flying Field, Perris CA, 8:00 am.
 See enclosed announcement for events and details.