

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB



MAY 2023

Chairman's Corner – Mark Chomyn

The winter showers have brought May flowers and hopefully we can get our contest schedule back on track. We had a bumpy April. With some dry out after our winter storms there was some pent-up energy to fly by other clubs and we ran into some field scheduling conflicts in Perris that caused cancellation of two contests that I mentioned in last month's column. The April 30, P-30 Memorial event was cancelled due to a conflict with the SCAMPS Taibi Annual. And the April 22-23 Scale Staffel Two-Day was bumped by a major glider contest. Don't worry, we'll get back on track. Keep your eye on your email and the contest announcements on the El Torbellino website.

Moving forward, we do have our next monthly scheduled for Sunday, May 21 at Taibi Field in Perris. Events will be coupe, glider (HL, Cat, Tow) and power. Gives you plenty of time to get your planes ready. Also on May 17, the Oasis Flyers will be holding their 10 Anniversary Celebration Contest. Events will be Thompson Greve Mass Launch, Jimmy Allen, and Old Time Rubber. If you've been to Taibi Field lately you are aware of the grass that has shot up after the rains. Some report that finding models is a little more difficult and you need to keep a keen eye on your flights. But for test gliding, test flying and trimming you now have that "field of tall grass" that was often mentioned in model plane construction articles. Don't forget those gaiters if you want to keep your socks dry on those early morning flights.

For me the contest cancellations ended up having a positive spin. I was hoping to fly the Double Nickle contest in the Scale Staffel Two-Day. As originally scheduled, I would have had about two weeks to get the model built based on the April 22-23 date. Getting it done probably was going to mean some late nights. With the cancellation I was able to get my PT Aviation, Ryan Trainer built and now have some time to trim and test fly. It's a cutie and it came out nice and light or as John Hutchison would say, "lighter than a popcorn fart", thanks to the light, laser cut wood in the PT Aviation kit. Nice going Robert Scott, it's a great kit.



Just got my May edition of Model Aviation and read that this year's AMA Nationals in Muncie will be the 100 Year Anniversary of the AMA Nats! Man, we balsa busters have been around for a century! Now, that's endurance. Good luck to all flyers who make the trip to Muncie this year. Talk about inflation over those 100 years? If you look at the lower righthand corner of the May cover you'll see an AMA bulletin that reads, "Academy Reduces Rubber Model Competition Membership To 50 Cents Yearly". Now those were "the good old days".

Don't forget. May 14 is Mother's Day. Remember your mother and wife by giving them something special to say thank you. And no, a pink covered model airplane with their name on it is not an option.

That's it for this month. I need to get packed for a trip to Las Vegas for a relative's daughter's wedding ceremony followed by a trip to Zion National Park. I'm thinking I can sneak my little North Pacific Skeeter pre-fab model into the car trunk. The hotel we're staying at near Zion has a little open area just right for some hand wound, low power flights.

Mark

"Anyone who has built a model airplane within the last half-century owes something to Frank Zaic for his many contributions to the art."

From the "Not Really the 1968 Model Aeronautic Yearbook" published by NFFS October 1985

San Diego Orbiteers

Flying Schedule 2023

Taibi Field Perris, Ca

Primary Date	Rain Date	Event	CD
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	

Junkers Ju-187

By Mike Jester



I have been fascinated with WWI and WWII airplanes since I was a boy. The rate of advance of aeronautical engineering during those two wars was unparalleled. The Germans were particularly adept at pursuing out-of-the-box solutions during WWII. Most notable of these was the Blohm & Voss BV 141 asymmetric tactical reconnaissance aircraft. I recently came across another example of German aeronautical ingenuity in the form of the Ju-187 dive bomber. It was intended as a replacement for the much-feared Ju-87 Stuka dive bomber. While the latter was capable of pin-point accuracy in releasing a single sling-mounted 550-pound bomb on its target after a screaming dive, it was slow and not very agile. During the Battle of Britain, the Stuka proved to be exceptionally vulnerable to enemy fighter attacks in the absence of near total air superiority which could only be achieved with swarms of Me 109 fighter escorts.



Ju-187 Dive Bomber

The Ju-187 preserved the classic inverted gull-wing look of its predecessor but its landing gear were retractable which increased the cruising speed by over 50 knots. The Stuka was powered by a 1,200 horsepower Junkers Jumo 211Da inverted V-12 engine. The Ju-187 was powered by a more powerful 1,776 horsepower Junkers Jumo 213a inverted V-12 engine. The bomb load of the Ju-187 was almost eight times the typical bomb load of the Ju-87 with a single 2,200-pound bomb being mounted under the fuselage and four 550-pound bombs mounted under the wings. A pair of forward-facing 20 mm MG 151/20 cannons on the Ju-187 provided a much bigger punch than the 2 x 7.92 mm MG 17 machine guns of the Ju-87. The Ju-187 had a dorsal turret mounted behind the cockpit which carried a 1 x 13 mm MG 131 machine gun and a 1 x 15 mm MG 151/15 cannon. The most innovative feature of the Ju-187 was a vertical stabilizer that pivoted

downwardly after take-off to provide the rear gunner with a clear range of defensive fire against enemy fighters chasing from behind. The vertical stabilizer was pivoted upwardly before landing so that it would clear the runway since the Ju-187 was a tail dragger as were most WWII fighters. You can see how this ingenious in-flight reconfiguration was accomplished at 20:20 in this graphic video:

<https://www.youtube.com/watch?v=wWYKs-B2 IE>

Fortunately for the allies, the Ju-187 never entered service. According to Wikipedia: "The Ju 187 project was cancelled by the [Reich Air Ministry](#) in autumn 1943 because the aircraft's projected performance, when fully loaded, was estimated to be no better than the latest Ju 87D variant (estimated maximum speed: 248 mph (399 km/h))."

Unfortunately, the Ju-187 does not qualify for the FAC WWII Combat Mass Launch event because it was never flown in combat. However, it does qualify for the FAC Rubber Scale event. The Ju-187 looks like a good subject for Bob Hodes who built an immaculate Blohm & Voss BV 141.



San Valeers Annual Report

- Don Bartick

The San Valeers held their 74th Annual Contest from April 13 thru April 16th. The 4-day event also featured their FAI 40th Annual 7 rounder. As such, the contest was a NFFS National Cup, FAI America's Cup and AMA AA Sanctioned Event. The entries were pretty consistent with current Free Flight contests. 30-40. I don't have the real number. The 4 days were all very flyable. Winds from calm to maybe 6-7 MPH. The temperature was ideal. Mornings saw high 50's and then a gradual rise to low to mid 70's. Hard to beat those conditions.

The event participation was primarily Nostalgia & AMA Gas. P-30 was well represented. Without Stan and Tim attending, the Hand Launch & Catapult events saw little action.

The San Valeers provided certificates and merchandize for awards. 1st place winners could choose a prize from high performance engines to kits, balsa or fuel. 2nd and 3rd place winners could choose either balsa or fuel. Results are as follows: Also, look for Arline's pictures taken at the event.

1/2A Gas

1	David Martin	Starduster TD .049	495
2	Don Bartick	Satellite320 Cyclon .049	480

A Gas

1	Justin Martin	Okie Bird Max III.19	671
2	David Martin	Astrostar 600 FP .20	525
3	Pete Pfarr	Ramrod Cox Conquest	482
4	John Sparling	Starduster ST G15 .19	460
5	Jeff Carman	Starduster K&B 3.25	390
6	Phil Ronney	Uranus ST .15	346
7	Robert DeShields	Solar Cyclon .061	119
8	T. Thorkildsen	Astrostar 600 K&B 3.25	DNF

B Gas

1	Neal Menanno	DP11 K&B 3.5	900
2	Jeff Carman	Astrostar 600 K&B 3.5	505
3	T. Thorkildsen	Astrostar 600 K&B 3.5	444
4	Justin Martin	Astrostar 600 OS .25	442

C Gas

1	Guy Menanno	Satellite 7Prof .40	900
2	Jeff Carman	Starduster9 K&B .40	DNF

D Gas (includes super D)

1	Bob DeShields	1300 Saturn Nelson .65	720
2	Robert DeShields	Satellite K&B .41S	709
3	Guy Menanno	SuperRockstar Nelson.67	540
4	Jeff Carman	Texan 1000 Rossi	402

1/2A Nostalgia

1	Jim Kelley	Fubar Med .049	900
2	Bob DeShields	ModelHornet .049	815
3	Neal Menanno	Jay's Bird Med .049	503
4	Bob Stalick	Dixielander Med .049	395
5	Pete Pfarr	Ramrod Med .049	307

A Nostalgia Gas

1	Don McNamee	Cresendo	Max III .15	1800
2	Bruce Hannah	Monks Model	Max III .15	1254
3	Jim Kelly	Fubar X	Max III .15	1080
4	Justin Martin	Kiwi	Max III .15	867
5	Glen Scheinder	Geef	Veco .19	413
6	Pete Pfarr	Ramrod 600	Max .19	377
7	Daniel Heinrich	Cummulus	Super Tiger.19	189

B Nostalgia

1	Randy Secor	LuckyLindy	Max .29	720
2	Neal Menanno	Upstart	Veco .29	491
3	Bob Stalick	Spacer450	Torp GH .23	385
4	Phil Ronney	Ranrod 700	Max III .29	100

C Nostalgia Gas

1	Randy Secor	HoosierHotShot	John CS.	1800
2	Don McNamee	Cresendo	ST .35	1030
3	Jeff Carman	Lucky Lindy	Max III 35	508
4	Glen Schneider	Ramrod 750	Johnson 35CS	437
5	John Sparling	Jay's Bird	Max III .35	408
6	Buck Murray	Jay's Bird	Fox .35 BH	180

E-36

1	Ben Tarcher	Joulebox	MK3	360
2	Clint Brooks	Joulebox	MK3	341
3	Don Bartick	Joulebox	MK3	336

Small Rubber Stick

1	Glen Grell	Gollywock		780
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Large Rubber Stick

1	Glen Grell	Lamb Climber		720
2	Bill Swift	Smith Stick		540

Nostalgia Rubber

1	Bill Swift		523
2	Bruce Hannah		460

Catapult

1	Rocco Ferrano		270
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F1A

1	Mike McKeever		901
2	Ken Bauer		757
3	Peter Brooks		160
4	Jasminca Pecenkoviic		DNF

F1B1

1	Jeremy Fitch		2684
2	Daryl Perkins		2486
3	Blake Jensen		1844
4	Larry Norvall		1311
5	Sejak Maljkhasyan		1276
6	Walt Ghio		1249
7	Bill Booth		333

F1G

1	Jerry Fitch		1020
2	Tiffany O'Dell		922
3	Peter Brooks		752
4	Mike Richardson		752
5	Mike Pyklyn		564
6	Kurt VanNest		419

F1H

1	Blake Jensen		543
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F1J

1	Mike McKeever		780
2	Don Bartick		715
3	Daryl Perkins		599

F1Q

1	Ben Tarcher		1680
2	Mike Richardson		1620
3	Clint Brooks		1101
4	Mike Pykelny		1091

F1S

1	Clint Brooks		877
2	Larry Norvall		875
3	Ben Tarcher		

1/2A Golden Age

- 1 Bruce Hannah Classic 260TD.049 1440
- 2 Bob Edmondson TNT TD.049 tie 540
- 3 Randy Secor Orbiteer TD.049 tie 540
- 4 Bob Stalick Starduster TD.049 385
- 5 Pete Rfarr Cutie TD.049 180

P30

- 1 Rocco Ferrano Pee Wee 30 510
- 2 Clint Brooks Boomer 360
- 3 Glenn Grell Twin Fin 348
- 4 Don Bartick High Tail 30 347
- 5 Jim Kruse One Night 28 311
- 6 Matt Kruse Hudson 30 288

Vintage FAI

- 1 Glen Schneider lucky Lindy OS .15 900
- 2 Bruce Hannah Monks Model OS .15 878
- 3 Guy Menanno lucky LindyST .15 872
- 4 Jim Kelly Fubar X Max III .15 863
- 5 Bob Edmondson Love me or leave me OS.
854
- 6 Randy Secor Cresendo Max III .15 817
- 7 Bill Swift beast max .15 690
- 8 Justin Martin Kiwi max .15 529
- 9 Ed Decker Max Hawk CoxConquest. O/R

Vintage Wakefield

- 1 Bill Swift 1956 Lefever 900
- 2 Bob DeShields Mirage 846
- 3 Bruce Hannah Sky Farer 824
- 4 Mike Thompson Twin Fin 802
- 5 Glen Grell E.T. 801
- 6 Terry Kerger Twin Fin 436

HLG

No entries

Bob Hunter Memorial 9 sec HL, 11 sec VTO

- 1 Terry Kerger Satellite 1HB .61 7:05
- 2 Ed Decker Falcon CoxConquest.6:08
- 3 Guy Menanno Super rock star Nelson 5:34

Texaco Combined

- 1 Jim Kruse PowerHouse Golden Bee 10:27
- 2 Brad Levine Clipper Morvell .19 9:26

San Valeers Annual Report

Photos - By Arline Bartick



Bob Stalick



Don Bartick



Phil Ronney



Clint Brooks



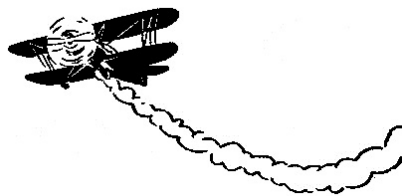
Mike Pykelny



Randy Secor



- Bob Stalick





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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.

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ask smithsonian

YOU'VE GOT QUESTIONS. WE'VE GOT EXPERTS



Q: Have any modern animals adapted to human activity through natural selection?

Mike Anglin | Dallas, Texas

HUMAN-CAUSED FACTORS have led to anatomical changes in both vertebrates and invertebrates. One example is the peppered moth: In the early 20th century, air pollution killed the lichens they camouflaged on, exposing dark tree bark. The typical light form of the moth started getting preyed upon at a higher rate than its darker counterparts, resulting in a darker species. Similar cases can be found in more than 70 species of moth and butterfly. As pollution levels declined due to regulation, the melanism in these creatures reversed.

*Floyd Shockley, entomologist,
National Museum of Natural History*

Q: How did engineers in antiquity do elaborate calculations using Roman numerals?

John Davison | Langhorne, Pennsylvania

IT'S DIFFICULT TO KNOW how much ancient engineers relied on intuition and geometry. Our knowledge of how the Romans used architectural drawings—let alone the mathematics they used to produce them—is also quite limited. We do know that from ancient Roman times through the Middle Ages, Europeans made calculations using the abacus and the counting board; the former used beads, while the latter involved stones or discs called counters. The widespread adoption of Arabic numerals in the 1400s opened the way for more complex forms of mathematics, including algebra—a word that comes from the Arabic *al-jabr*, the reunion of broken parts.

*Peggy Kidwell, curator of medicine and science,
National Museum of American History*

Q: When fish swim down to deeper levels of the ocean and back up again, does it affect the pressure in their bodies the way altitude shifts or deep-sea diving affects humans' bodies?

Steven Clark | Arlington, Texas

CHANGES IN DEPTH do not generally affect fish the same way pressure changes in altitude affect people, because fish lack lungs. However, most fish do have an enclosed air sac called a swim bladder. They can move air in and out of that sac to help them with buoyancy. But this is a slow process, and if a fish comes up too rapidly (for example, if it's caught on a fishing hook in deep water and then is quickly reeled to the surface), the pressure change can be fatal, because the swim bladder can't be deflated fast enough.

*Carole Baldwin, chair of vertebrate zoology,
National Museum of Natural History*

Q: Why do many states have such odd shapes, with wavy natural borders on some sides and straight lines on others?

Raymond Lopez | Newtown Square, Pennsylvania

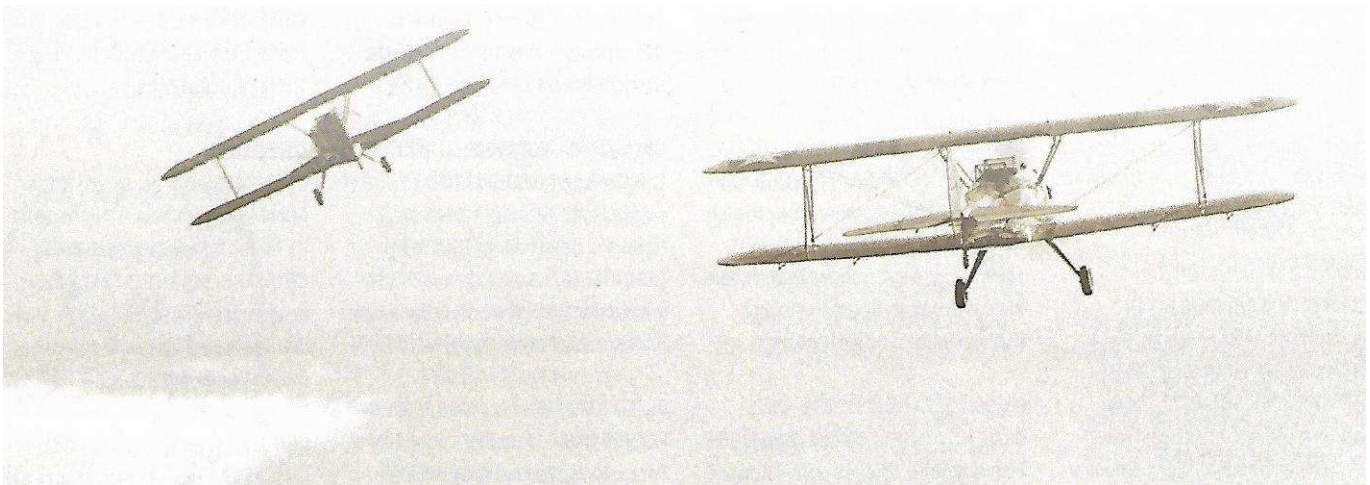
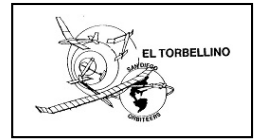
THE BORDERS OF THE ORIGINAL 13 colonies were based on land grants from the British crown, though it took some debate to settle their final boundaries. Natural features played a role in state shapes across the nation, as did railroads and canals. Straight boundaries west of the Appalachians were defined by the public land survey, using latitude and longitude. Due to limitations in surveying methods, many of those lines weren't perfectly straight and needed corrections along the way. Slavery also influenced many state borders. Internationally, U.S. borders were established by treaties with the U.K./Canada and Mexico.

*Daniel G. Cole, chief cartographer,
Smithsonian Institution*



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WHAT'S HAPPENING - May 2023

- May 17 - Oasis Flyers – Flying Aces Squadron 20 – Contest
Taibi Flying Field, Perris CA, 8:00 am.

- May 21 - San Diego Orbiteer Outdoor Monthly
Taibi Flying Field, Perris CA, 7:30 am
Events: **Coupe / Glider / Power**