

# EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB



AUGUST 2024

## *Chairman's Corner – Mark Chomyn*

The dog days of summer just aren't the same when you can't fly. I miss flying but more than that I miss watching other people fly. There's something about watching another flyer get of a hot takeoff that transitions to smooth, floating glide. Can't wait to see the farmer harvest the field. And what do you know. As I'm writing this at 3:45 on Friday, August 9, I get a notification of some new email coming in. So, I decide to take a quick look away from the keyboard and see what came in. I've got an email from Bernie Crowe of the SCAMPS and then one shortly after from Mike Pykelny saying that the farmer had brought in a combine and it appears he's getting ready to harvest! That means no more slogging through the thick stuff when retrieving a flight. Let's hope the farmer works quickly.



July was a busy month for the free flight community with both the AMA Indoor Free Flight Champs and Outdoor Free Flight Champs on the calendar. My most recent edition (May-June 2024) of the NFFS Free Flight Digest was printed too early to have any NATS results. But I knew that there were Orbiteers that were headed to Muncie for the event. Got curious, so I went to the AMA website to see if they had posted any info. The results on the AMA website didn't show any detailed information for contest event place finishers except for the results of the Tagliafica World Cup event that was a part of the indoor free flight competition. Results for that event listed Orbiteer Kang Lee as finishing second in that event with a best two flight (out of twelve attempts) time of 58 minutes and 40 seconds. Wow what a 12-round grind! Congratulations Kang. As far as any other event results I'll need to wait for my July-August NFFS Digest or keep checking the AMA website for updates. Any Orbiteer placing in an event will be duly mentioned in a future column.

I've always had a love/hate relationship with model aviation. As a kid I got extremely frustrated when I bought and tried to build a kit whose box cover art said, "Easy to Build and Fly". The only planes I found easy to build and fly were the Golberg Ranger 21, Top Flite Rascal and a few of the Scientific profile ukies. All other attempts were less than successful. So, I developed a little bit of disdain for model companies that made the easy to build and fly claim. Of course, now in my 70's and after spending field time among those who know how to build and fly my building and flying skills have improved. I also am a sucker for nostalgia related to model aviation. So off and on I'll buy a treasure on E-bay. When I ran across a Bild-A-Set Hellcat designed by Joe Ott and produced in 1944, it got me right between the eyes. The dramatic box art. The words on the box that said "Easy to Build with the assembly line jig". "It's quick to build with the new pre-fabricated wood construction" "Builds in less than 1/3 the time". But best of all was the note on the box that read 38-inch wingspan. As a young builder I was a sucker for wingspan. So, I made the purchase. The kit was complete even down to the included tube of glue (now hardened). As I sifted through the plans and part sheets I found several poster board jigs for the fuselage, stabilizer and wings. There were pictures on the plans of two smiling young boys (maybe 12-13 years old) shown building the fuselage and wings with the greatest of ease on the jigs. The fuselage formers were made of stiff gray poster board, the wing ribs were on what seemed to be a thin pine veneer sheet, and the wing tip, cowl rings, wheel discs and propeller blades were on an awful looking sheet of wood that could have been a furniture factory veneer discard. And to make matters worse whoever did the die cutting on that sheet missed hitting the black outline on the parts sheet thus making the removal of those parts from the sheet a more difficult task. The kit was most likely produced during the material shortage period created by WWII. The more I examined the kit I imagined the

frustration I would have endured when trying to build the Hellcat as a young boy. My feelings of disdain for the model aircraft business began to resurface. This kit did not fit my criteria for an easy or quick build. And frankly I think that building a Comet or Guillow kit directly on a plan surface would be much easier than building on the kits assembly line jigs. But build it I will even if it ends up just a display model.

As for contest events on the horizon the U.S. Free Flight Champs will be held on Sept. 13-15, at Lost Hills. The Flying Aces Outdoor Champs will be held Sept. 26-27 at the AMA field in Muncie, Indian. Best of luck to those flyers who make the trip(s). The NFFS calendar has a Scale Staffel contest noted for September 28-29 at the field in Perris. As for our Orbiteer monthlies, as noted in the beginning of this column our fate lies in the hands of the farmer completing his harvest. We'll let flyers know when that happens and get dates and event categories to you. Keep your eyes on email and the El Torbellino. I've rambled on enough. Hope you all have a great time with what's left of our summer.  
Mark

*“Two words, amber (its color) and celluloid were combined to create the brand name Ambroid. The liquid plastic was sold in small, round tins to sporting goods outlets and in larger one-gallon cans to canoe repair shops”.*

History of Ambroid Liquid Cement, NFFS Free Society Flight Digest, May-June 2024

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## FROM THE WORKSHOP - J.Merrill

First is a plane being built from a William Scott kit. It's a 20" wingspan Cessna, a "Double Nickel" kit. I'll finish the plane to represent the C-34 that participated in the 1936 National Air Races in Los Angeles. This was likely the only Cessna cabin plane to race, being flown by Dwane Wallace. It was considered a company demonstrator.

Next is a BF-109 from an Easy Built Models kit. It has a 24" wing span, and is at best a "Simplified Scale". I'll finish this in a Pre-WWII scheme, Spanish Civil War colors and markings, as seen in December of 1936. Not very pretty, but that's ok, warbirds aren't always glamorous.



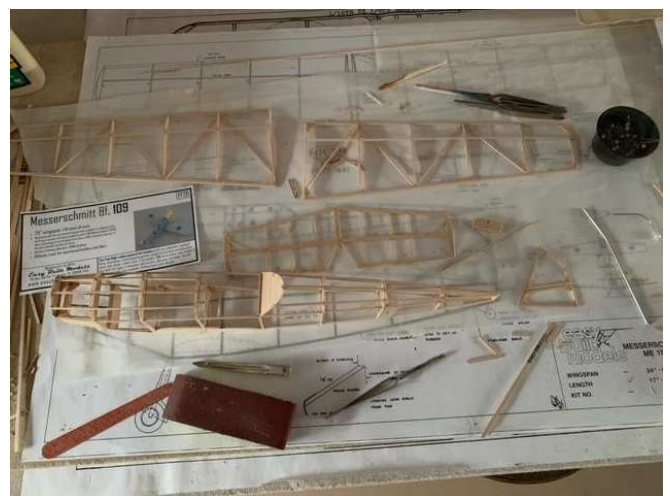
That's it for this month. So, what's on your workbench?

Hope you all are staying cool and hydrated this summer!

Best Regards – John Merrill



Cessna, "Double Nickel" kit



BF-109 Easy Built Models kit

# Three Nite P-30 Build Videos

By Mike Jester

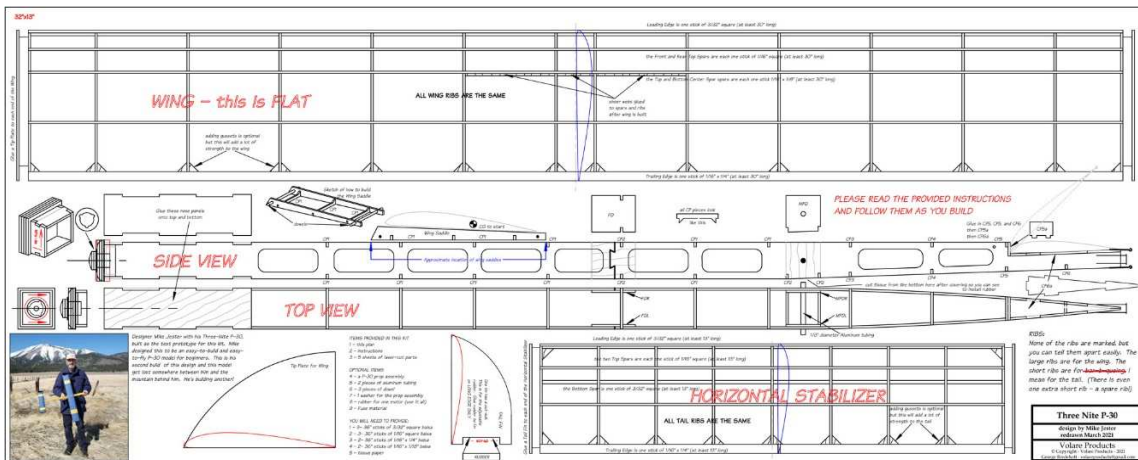


I have long held the belief that the P-30 event is the best introduction to outdoor rubber powered free flight. In 2020, during the great Covid lock down, I designed my Three Nite P-30 with the hope that it would evolve into an easy-to-build kit, especially for beginners. It has a flat wing with tip plates that eliminates hard-to-set dihedral joints. The wing has no under camber so it is easy to cover. The fuselage is slab-sided. This P-30 has plenty of stability in flight and can easily provide maxes to novice builders. George Bredehoft did a fine job turning my design into a laser-cut short kit which Volare Products began selling in 2021.



Three Nite P-30 - Washoe Valley, Nevada - June 28, 2024

My Three Nite P-30 has proven to be very competitive, even when flying against high-tech P-30 models. The full-size plan included in the kit has helpful legends. The eight pages of written instructions are intended to guide the novice builder through the build and trimming process. I have now posted ten videos on YouTube that describe and illustrate how to build this model. The eleventh video that I posted features the first trim session. The titles of these videos are listed on the next page. They are intended for people with little or no prior model building experience. The videos can be located by typing “Three Nite P-30” into the search bar of YouTube. Add the part number to the search query to call up a specific video.



Continued Next Page

## Three Nite P-30 Videos on YouTube

- Part 1 - Introduction
- Part 2 - Tools, Adhesives, and Building Boards
- Part 3 - Fuselage
- Part 4 - Wing and Stab
- Part 5 - Tissue Covering
- Part 6 - Nose Block and Propeller Assembly
- Part 7 - Wing Saddle
- Part 8 - Viscous Dethermalizer
- Part 9 - Electronic Timer Dethermalizer
- Part 10 - Final Assembly
- Part 11 - First Trim Session



**Three Nite P-30 - Washoe Valley - March 7, 2021 - Flew OOS and Not Recovered**



## Our 2024 AMA National Free Flight Competition Experience – Don Bartick

My bucket list called for going to the NATS back in 2019 as a prerequisite for my 80<sup>th</sup> birthday. So, Arline and I packed up our stuff and models and went to my very first NATS in the 72 years I've been involved with the model hobby at that time. We were fortunate to have cousins in Indianapolis to house us. Each day we headed to Muncie and participated with some of the best competitors in the country. The environment at the AMA National venue is so different from any other venue that we've participated in. The green grass field seem to go on forever, but in reality, it was about a mile square with corn and soybean fields at the perimeter ready to swallow up your plane. As such, the NATS FF competition is set at Category 3. To assure minimal possibility of reaching the perimeter, the Contest Director would continuously relocate the launch location based on wind direction. This meant, gathering up your stuff and relocating. Not so bad. Certainly, saved you from the corn and soybean fields, maybe. Well, we had a great first-time experience and came away with a 3<sup>rd</sup> place in E-36 and 5<sup>th</sup> place in 1/2A Gas. Now let's move forward to 2024.

Early in the 2024, I said to Arline that I want return to the NATS as a prerequisite for my 85<sup>th</sup> birthday. I was feeling fine and there was no reason not to go. She agreed. My cousins in Indianapolis again agreed to provide housing. So the arrangements were made and once again we prepared ourselves for the trip. Except, this time my planes were far from being well trimmed to compete at the NATS level. Oh well, we'll do the best we can. The object was to be at the NATS for the thrill of the competition and camaraderie. Glen Schneider was the CD. He asked us earlier in the year if we would officiate for a day. We agreed. It turned out that the events I was flying fell on Wednesday, Thursday and Friday. So, we used Monday to practice and officiated on Tuesday. This went well. As far as my participation in the competition, it didn't go very well. Lots of mechanical issues that cost way too much time. Also, I managed to put my 1/2A Satellite 41 rows into the corn. Thank God for the Walston tracking system. When the dust settled, I managed a 4<sup>th</sup> place in P-30.

We had time on Thursday to visit the AMA Museum. This was an incredible experience. So much history on display. Arline and I met with Michael Smith, the museum director. In our conversation, I mentioned that 2 members of the Orbiteers created the very popular P-30 event. As such, the museum didn't have an example of that class of plane on display. This really got his attention. He said that they have plans to highlight the development of the different classes of planes flown in competition. So, he asked if we could prepare the history of the P-30 from the time John Oldenkamp and Harry Steinmetz first developed the concept through the design evolution to today. He was looking for the first publication that introduced the P-30. How the rules were adapted to be an AMA official event. He also asked if we could provide one of John Oldenkamp's first planes. Of course, I said we could. So, I'm currently setting the ground work with Michael to make this happen. What better way to celebrate John Oldenkamp and Harry Steinmetz model careers then to have them immortalized in the AMA Museum. Stay tuned.

Arline and I also toured the AMA Walk of Fame to find both John Oldenkamp's and John Hutchison's bricks. We found both. But, John Oldenkamp's brick had a major typo error with listing San Diego Orbiteers under his name. We brought this to the attention of one of the AMA staffers. It will be corrected. Look for pictures in this ET. We look forward to returning to the NATS in 2029 if GOD willing.



Driveway to AMA Headquarters – Muncie, ID



Photos From 2024 NATS – A.Bartick



Don Bartick – Power launch



Don Bartick at AMA museum display



Don's flight ended in the corn field



Arline locating John Oldenkamp Memorial Brick



Close up of John Hutchison Memorial Brick



Stan Buddenbohm – Glider launch

## San Diego Orbiteers Board of Trustees meeting

July 10<sup>th</sup>, 2024



Held at the home of Mike and Linda Pykelny, with 7 in attendance, including 1 by phone. Many thanks to our gracious hosts, who provided a wonderful summer luncheon.

The meeting was called to order at 1:06 p.m.

The minutes of the previous board meeting were approved as published (Yay!)

The Treasurer's Report was approved as provided to the board, thank you Howard!

Ongoing Membership Campaign – we are continuing to address inquiries as they come in via the website. Jake Olefsky will be our new webmaster – thank you Jake!

### Old Business:

1. Potential Indoor Flying Sites: we are looking into the possibility of obtaining the use of Peterson Gym at SDSU.
2. Alternative Outdoor Flying Sites: Don reported a potential site east of Lake Wohlford. Need to do some research as to the owners of the parcels.
3. We are continuing our support of the SDSU Aeronautical Engineering Program, and the AES 123 class which uses rubber powered model airplanes to teach with.

### New Business:

1. We want to welcome Greg Hutchison, who has agreed to be a potential board member.
2. Taibi Field flying conditions: the Scamps newsletter has mentioned a possible mowing, but possibly not until Fall. Until then, most flying is postponed.
3. We had an inquiry from Jake Olefsky asking for flying/trimming help, flying sites, and the possibility of having an online chat group. Don will be working with him on those items.

Contest Reports: Scale Staffel had their 2-day contest on June 29-30. Warm weather and poor field conditions had only the heartiest of flyers show. Orbiteers have discontinued flying until field conditions improve as well as cooler temperatures.

Open Discussion: Mike Jester mentored a fellow from New Mexico who placed 3<sup>rd</sup> in a national indoor contest. He also said his 3-Nite P-30 now has YouTube videos. Don and Arlene are going to the Nats in Muncie, IN. He will fly in 7 events.

The next board meeting is scheduled for the Merrill's house on September 18<sup>th</sup> at noon.

Meeting adjourned at 2:25 p.m.



## Orbiteers's Website – Don Bartick

I volunteered to be the temporary Webmaster, after Kathy McLaughlin relinquished the reins. She provided 1 sit-down lesson and I thought I was good to go. But I wasn't. I logged onto WIX, the website host and proceeded to make updates based on what I recollected from my 1 lesson. I thought it wouldn't be difficult. I'm bit of a computer hack, so what could be difficult. WRONG! After a couple hours, I realized that I was really messing things up and couldn't recover. That's when I had an epiphany. Back a few months at the Perris field, I met a new Orbiteers member, Jake Olefsky. In our conversation, he mentioned that his professional field was Web development. I mentioned that our Webmaster would be retiring and I would be taking over. Jake responded by saying, if I need some help give him a call. Well now was the time. I gave Jake a call and asked for help. He gladly accepted and asked for the sign-on instructions for our WIX account. I provided the information and he proceeded to look into our website. Wasn't long before Jake advised me that the WIX process was very cumbersome and we should consider another platform. In fact, if he would take over as the club's webmaster, he could create a much better website for us. One that could be easily managed by any club member that was computer literate, should he move on.

Welcome, Jake as our new Webmaster! The first challenge he discovered was our domain name: (San Diego Orbiteers.com) would be expiring in a year and someone other than Kathy was renewing it annually. But who, he asked. I didn't know. Kathy didn't know and Howard didn't know since he hadn't reimbursed anyone for keeping it active. The hunt was on. Howard dug deep into the annals of history. Back when Fudo was our Treasurer. He discovered that Bob Beecroft was the original Webmaster and had acquired the Domain and created the Website. I reached out to Bob by email to find out if he remembered from whom he had acquired the Domain. From his recollection, he came up with the provider "Freeserver". Jake set forth to contact them and make arrangement to take over the Domain. Sounded simple, but Freeserver responded to Jake saying they needed answers to some questions before they could transfer the administration of the domain to him. They needed to know the approximate date the account was setup, full zip code associated with the account, email address associated with the account, exact first name used while signing up and exact country name used while signing up. Wow, who has that information from so long ago. Back to Howard for more research. Howard finally discovered the Freeserver invoice that was sent to Bob Beecroft. He had forwarded it to Fudo for reimbursement. Fortunately, the answers Freeserver requested were on the invoice and Jake was able to satisfy them to transfer the Domain to him. Without all the efforts by Jake and Howard, the Domain name would have expired and lost to the club. A happy ending. Now Jake is in the process of reinventing our website to make it look better and easier to update when needed. When you see Jake at Perris, let him know how thankful we are that he's taken on the Webmaster duties.







## BOARD OF TRUSTEES

### Chairman

Mark Chomyn .....(760) 753-7164  
[chomyn@roadrunner.com](mailto:chomyn@roadrunner.com)

### Vice Chairman

**Open Position** .....(xxx) xxx-xxxx  
[yourname@volunteer](mailto:yourname@volunteer)

### Secretary

John Merrill .....(619) 449-4047  
[johnmerrill@yahoo.com](mailto:johnmerrill@yahoo.com)

### Treasurer (Trustee at Large)

Howard Haupt .....(858) 272-5656  
[hlhaupt1033@att.net](mailto:hlhaupt1033@att.net)

Don Bartick ..... (858) 774-2941  
[dbartick@4-warddesign.com](mailto:dbartick@4-warddesign.com)

Mike Jester .....(775) 831-8303  
[michaeljester@gmail.com](mailto:michaeljester@gmail.com)

Mike Pykelny .....(858) 748-6235  
[MPykelny@dslextreme.com](mailto:MPykelny@dslextreme.com)

**Open Position** .....(xxx) xxx-xxxx  
[yourname@volunteer](mailto:yourname@volunteer)

## ORBITEER TASK LEADERS:

### Competition Director and Score Keeper

Mike Pykelny.....(858) 748-6235  
[MPykelny@dslextreme.com](mailto:MPykelny@dslextreme.com)

### Banquet and Social Activity Coordinator

Linda Piazza.....(858) 748-6235  
[MPykelny@dslextreme.com](mailto:MPykelny@dslextreme.com)

### Safety Officer & Field Marshall

**Open Position** .....(xxx) xxx-xxxx  
[yourname@volunteer](mailto:yourname@volunteer)

### Web Master

Jake Olefsky .....(760) 815-325  
[jake@olefsky.com](mailto:jake@olefsky.com)

### Newsletter Editor / Membership Cordinator

Howard Haupt .....(858) 272-5656  
[Hlhaupt1033@att.net](mailto:Hlhaupt1033@att.net)

## ORBITEERS MEMBERSHIP DUES

Annual Membership - \$20  
Lifetime Membership - \$250  
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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

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## CONTRIBUTORS THIS ISSUE:

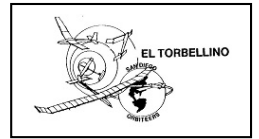
Mark Chomyn  
Mike Jester  
John Merrill  
Don Bartick

## PHOTO CREDITS THIS ISSUE :

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



WHAT'S HAPPENING - August 2024

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