

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB



May 2022

Chairmans Corner – Mark Chomyn

April is a wrap and now we move into the month of the “May Gray”. But there were no gray skies at our field in Perris on April 24 for our monthly contest. The event was well attended with 12 flyers signing in on the AMA event report form. Main event was the P-30 Memorial which was won by Clint Brooks with Don Bartick in second and yours truly in third. There were some initial concerns about forecasted wind speeds, but most took advantage of favorable early morning conditions. The glider guys being hardy and fearless individuals flew until the last minute (no exaggeration) with Tim Batiuk taking first in hand launch glider, John Merrill in second and Brad Terrell in third. Our one design Pittsco Raven event was won by John Hutchison with John Merrill in second and once again I got third, a case of lightning striking twice. For an all-balsa beginner’s model, the performance of the Raven was pretty good with some flyers getting a minute duration and some very good climb. If you want to try this plane indoors, you’ll need to watch your rubber size and wing location to control the climb. It’s a durable little plane so it would be great for younger flyers.

Moving forward, our next monthly will be May 22 and will feature coupe, glider, and power events. Get the planes trimmed and ready and we’ll see you in Perris. Also, in May don’t forget the San Diego Scale Staffel two-day event on May 14 and 15 in Perris. There are many categories/classes to fly in so you can give your whole fleet and your legs a good workout. If you attend, please stop by the scoring table and say a thank you to John Hutchison and Kathy McLaughlin. They’ve been orchestrating this event for several (many) years and have kept the flame burning for those of us who enjoy a “Flying Aces” themed contest. If you are inclined, ask John about what makes the Scale Staffel “tick”. He can fill you in on the what the president of the Staffel does. And, if what you hear peaks your interest, you might want to consider taking over the position as president of the group as John is looking for a volunteer for that position.

If you grew up in the 1950’s or 1960’s you probably remember a few of the “old saws” also called adages that used to pop-up in conversation. “A penny saved is a penny earned”. “The early bird gets the worm”. Remember? Well, how about, “Measure twice cut once.” I believe it’s attributed to those who were carpenters in the day. I finally got my 1932 Gordon Light Wakefield out at the April 24 monthly in Perris for some trim glides and short (150 wind) test hops. Glides were good showing no ill manners. Test hops started well but as power ran noticeable stalls to the right occurred. At higher power it’s likely that the inside wing would have pranged the ground.

I walked the model over to where John Hutchison was seated, told him about the right stall and asked him to eyeball the set up of the plane. I had already shimmed for a neutral prop position taking out the right thrust and shimmed the stab to take out right rudder. After eyeballing we both felt that the rudder, which had a full symmetrical airfoil might have more airfoil on one side compared to the other side. Otherwise all other settings looked good. As the breeze had picked up, I decided to put the plane in the car and try trimming again at another time with the intention of kicking the stab a little more to the left. When I got home, I put the airplane on my work bench in the garage. Before walking away something caught my eye. For some reason I began counting the bays between ribs on each side of the wing. There were 8 bays on one side of the wing but there were 9 bays on the other side. It hit me. I remember from indoor flying that you could influence turn by slightly offsetting the location of the wing. It dawned on me that the longer wing on one side of the plane was acting like offset causing the turn. I decided to remove one wing bay on longer side as it was easier that elongating the short side. I now had 8 bays on both wings and checking the plan I used from the 1932 Model Airplane News the wing now matched the plan. The wing plan in the magazine was

shown at reduced size so it had to be drafted at full size. In my rush to get started on the project I drew the wing with an extra bay of one side. At least that's my excuse. So, remember. Measure twice cut once.

Ok. I'm going to stop grouching about the lack of recognition that we free flight folks get in our hobby and its publications. Following up on a great article in Model Aviation about the beginnings of the P-30 class of flying, Don DeLoach produces another gem in his Model Aviation, June 2022 article covering the Southwest Regionals in Eloy, Arizona. The article contains a history of the event and great photos of its January 15-17, 2022 action. If you look at photo number 7 on page 29 of the article you might see a familiar face. The picture shows Bob Hodes in a "picture-perfect" launch of his Jabberwock. Mr. Hodes is a frequent visitor to our field in Perris, especially at the Scale Staffel two-days. Kudos to Mr. DeLoach and Model Aviation, keep up the good work covering free flight.

As I write this on May 6th Mother's Day is only two days away. And, as you read this Mother's Day will likely already be past us. But I want to wish all moms and significant others out there a very Happy Mother's Day, and especially to those who accompany their spouses and partners to the field and provide support (timing, spotting, retrieving, hydrating etc.) to our lucky flyers. Well, my fingers are worn out so that's all for this column.

Stay happy and healthy
Mark

"As the locals are fond of saying, the weather isn't always perfect in January, but it's virtually guaranteed to be a lot better than it is wherever it is you came from!"

Don DeLoach about weather in Eloy from Model Aviation magazine, May 2022

April 24TH SDO Monthly Special Event - Raven One-Design

(Photo by A.Bartick)



Raven One-Design Participants - Name those flyers and win a prize to be announced

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.com

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

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

ORBITEER TASK LEADERS

Competition Director and Score Keeper

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

Banquet and Social Activity Coordinator

Linda Piazza.....(858) 748-6235
MPykelny@dslexreme.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 Coordinator

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

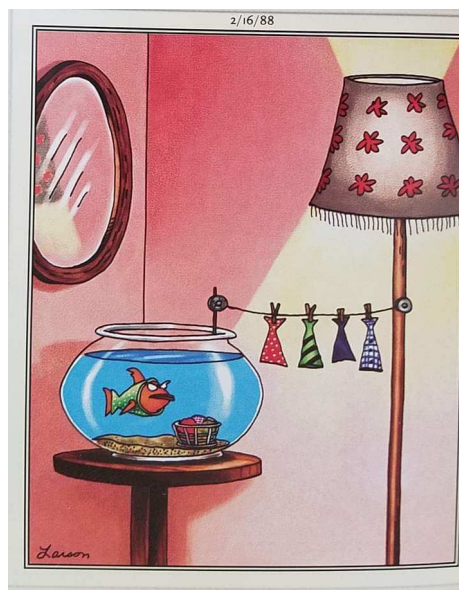
THE FINE PRINT THE FINE PRINT

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



Balsa Wood Density and Stiffness

By Mike Jester



Density and stiffness are two very important factors in determining the weight and strength of the balsa wood components of your model. All other things being equal, the model with the lighter wing loading will stay aloft longer. However, if the model is too light, it may lack strength and durability. I am sure many of you have experienced that crunch when you grasp your scale model and a stringer breaks from what you thought was a light-handed grasp. Years ago, as my mentor, John Hutchison cautioned me not to build my outdoor models too light. All the inevitable repairs will increase the weight of the model to where it would have been if it was constructed with heavier density balsa wood in the first place. I try to select 6-8-pound density balsa wood when building my outdoor models. Sometimes I might use heavier balsa wood, e.g., 9-10-pound density, for a critical component, such as a main wing spar. Indoor stick duration models usually require lighter balsa wood to make the minimum weight, e.g., 3.1 grams for a Limited Penny Plane (LPP). It is hard to find 4-6-pound density balsa wood in hobby shops that is suitable for building very light models, but it can be purchased by special order online.

The density of balsa wood is easily determined by using a digital scale and the chart reproduced on the following page. This chart was developed by the late John Barker, who was a legend in the UK free flight community. You can take a digital scale to a hobby shop and sort through the wood. I no longer need a scale when I rummage through balsa wood at an ACE hardware store. If you are stripping sticks from the same sheet they will usually vary in density. For example, let's say that you are stripping 1/16-inch x 1/16-inch square sticks from a 36-inch x 3-inch x 1/16-inch sheet of balsa wood whose weight indicates that it is 8-pound density. The sticks can easily vary from 7-pound density to 9-pound density. Some concepts in selecting the optimum density of balsa wood for a given component can be counter-intuitive. For example, it may be better to use a lighter density stick of balsa wood for the motor stick of an LPP with a larger cross-section than a heavier density stick of balsa wood with a smaller cross-section. The former will be better at resisting torsion and bending.

I don't test balsa wood for stiffness if I am using it to construct an outdoor model, aside from an occasional manual flex test. That test usually produces a not-very-precise result that goes something like, "gee, it feels stiff enough." If you are building a very light indoor duration model like an F1D or an F1L, you can test the stiffness of different sticks of the same length, cross-section and density using a flex meter. This device can be easily constructed from a 6-inch x 10-inch rectangular piece of 1/2-inch lumber, secured to a base so that it will extend upright. A pair of small dowels are secured in spaced apart fashion in the rectangular piece to hold one end of a balsa wood stick at the lower left corner. The stick extends upwardly to the right, and flexes over a third dowel a little farther up on the rectangular piece. The third dowel serves as a fulcrum and when a small weight is hung on the free end of the stick the upper end of the stick flexes downwardly. A vertical scale on the right side of the rectangular piece shows the amount of deflection which indicates the relative stiffness of the stick. If you are super serious, there is a free online calculator for determining the buckling load and stiffness coefficient of each balsa wood stick that you are comparing. Balsa wood grain selection is a topic for another day.

Reference chart follows on next page showing: "Sheet and Strip Weights in Grams"



SHEET AND STRIP WEIGHTS IN GRAMS										
Density units		Density								
lb/ft ³		4	5	6	7	8	10	12	14	16
grams/in ³		1.050	1.313	1.575	1.838	2.100	2.625	3.150	3.675	4.200
kg/m ³		64.07	80.09	96.11	112.13	128.14	160.18	192.22	224.25	256.29
grams/cm ³		0.064	0.080	0.096	0.112	0.128	0.160	0.192	0.224	0.256
thickness inches		sheets 36" x 4"								
1/32	0.032	5	6	7	8	10	12	15	17	19
1/16	0.063	10	12	14	17	19	24	29	33	38
3/32	0.094	14	18	21	25	28	36	43	50	57
1/8	0.125	19	24	28	33	38	47	57	66	76
3/16	0.188	28	36	43	50	57	71	85	99	114
1/4	0.250	38	47	57	66	76	95	113	132	151
1/2	0.500	76	95	113	132	151	189	227	265	302
thickness mm (inch equiv.)		sheets 1000mm x 100mm								
0.8	0.031	5	6	8	9	10	13	15	18	21
1.0	0.039	6	8	10	11	13	16	19	22	26
1.2	0.047	8	10	12	13	15	19	23	27	31
1.5	0.059	10	12	14	17	19	24	29	34	38
2.0	0.079	13	16	19	22	26	32	38	45	51
2.5	0.098	16	20	24	28	32	40	48	56	64
3.0	0.118	19	24	29	34	38	48	58	67	77
4.0	0.157	26	32	38	45	51	64	77	90	103
5.0	0.197	32	40	48	56	64	80	96	112	128
6.0	0.236	38	48	58	67	77	96	115	135	154
12.0	0.472	77	96	115	135	154	192	231	269	308
thickness inches		sheets 36" x 3"								
1/32	0.032	4	5	5	6	7	9	11	13	15
1/16	0.063	7	9	11	13	14	18	21	25	29
3/32	0.094	11	13	16	19	21	27	32	37	43
1/8	0.125	14	18	21	25	28	35	43	50	57
3/16	0.188	21	27	32	37	43	53	64	75	85
1/4	0.250	28	35	43	50	57	71	85	99	113
1/2	0.500	57	71	85	99	113	142	170	198	227
thickness inches		strips 36" long								
		Note rectangular strips are easily multiplied from the square strip figures								
1/16 sq	0.063	0.15	0.18	0.22	0.26	0.30	0.37	0.44	0.52	0.59
3/32 sq	0.094	0.33	0.42	0.50	0.58	0.66	0.83	1.00	1.16	1.33
1/8 sq	0.125	0.59	0.74	0.89	1.03	1.18	1.48	1.77	2.07	2.36
3/16 sq	0.188	1.33	1.66	1.99	2.33	2.66	3.32	3.99	4.65	5.32
1/4 sq	0.250	2.36	2.95	3.54	4.13	4.73	5.91	7.09	8.27	9.45

April 24TH SDO Monthly Raven One-Design Mass Launch

(Photo by A.Bartick)



KIT CONTENTS: All wood parts, with some tapering done on the wing blank, the motor mount, screws for the motor mount, stabilizer pop-up spring, dt line spring, dt line, dt line guide tube, carbon fuselage tube, prop with 1mm thru hole, plans and instructions. If you have questions I am at buddenbohms@gmail.com

MAKING AND FLYING PushE

PushE is a fairly simple model to construct. If you know how to shape a glider you will have no trouble at all. If that is not in your repertoire then you might check my friend's website, AMA Glider, for techniques.

The carbon tube has a plug in the front end. Leave the tube full length so that the nose is a bit longer than on the plan. This is so you can move your battery more forward if you need to for the proper C.G.

The stabilizer is taped to the ply stabilizer mount using 2 small pieces of high tack outdoor masking tape, the green stuff by Scotch, available at a Home Depot. The DT line is held to the top of the TE of the stabilizer with the same type of tape.

Small pieces of 1/32 plywood are glued to the bottom of the wing, after assembly, to make more durable holes for the motor mount screws. Drill the holes by hand with a drill bit in a pin vise. Use the motor mount as a guide for the holes. There is another small bit of ply glued to the top of the wing in front of the motor. This prevents the motor from working its way too far forward.

Battery: The battery gets taped to the top of the battery mount. Use it to adjust the CG by shifting it further forward or aft. Just one strap of tape is enough and it can be less than $\frac{3}{4}$ " wide if you like. Select a battery that has at least a 220mah capacity, the connector you want to use, and meets the rules. I stay away from the 1.125 size connector. A PH2.0 is a good choice. Batteries with higher discharge ratings (C rating) move the model faster.

The stabilizer tilt is **OPPOSITE** the glide turn. This model should climb right and glide left. Tilt the stabilizer left side down from the pilots point of view. Normally this would induce a right turn but instead it prevents the left glide circle from being too tight. Also, you will end up with a beautiful transition from climb to glide.

Timers: I use the Bob Selman timer system. The current versions are designed to handle all the power you might ever use. They are easy to attach to the model pylon with just two small # 1 screws or whatever you have on hand. Since the timers do not have protrusions on the back it is no problem to move them, no pylon cutouts needed.

Don't worry about hitting the prop with your fingers on launch. I was concerned the first time but it never happened. Orient the timer so the start button is at the bottom, and hold the model down there.

Make **SURE** you launch with about 30 deg right bank and about 30 deg up angle. Not using something close to these angles could result in disaster. The design is a bit forgiving but don't push your luck.



With the prop pushing behind and above the CG the thrust angles are opposite what you may be used to. The downthrust is built-in by the pylon height and the motor resting on the wing top which will angle the forward end of the motor up a bit. Normally some right side thrust is needed. Skew the motor mount slightly so that the propeller tip is closer to the RIGHT TE than it is to the left TE. Do this enough to be easily visible, you won't need to skew as much as possible. Occasionally a model might not require any RIGHT thrust, but I have never needed left thrust. These adjustments are not as finicky as they might be on most designs, but they are still important.

The sub-fin takes a bit of abuse depending on the ground where you fly. I protect mine with a very narrow strip of 1/64" plywood.

CyA (instant glue) is used throughout, thick and thin where it seems appropriate.

The wing, stabilizer, and fin all get a coat of thin CyA on the leading edges for protection. If you would like a bit more protection for the wing use a strip of basswood. Sub-fin protection has been covered earlier. I coat the very light pylon with thin CyA, spreading it over small sections at a time while wearing a disposable nitrile glove.

Finish: Helmsman Spar Urethane that comes in a green spray can, more than one coat. Do NOT use the water based version that comes in a paint can.

Sometimes left rudder turn is needed to keep the right climb spiral from going too far right. If you don't want to bend the sub-fin then use a wedge made from 1/32 x 3/8 balsa. Start with a piece 1/2" long glued to the left side of the sub-fin up near the tail boom.

Be super cautious at first, and any time you make a change. Use a 2 sec motor run and a 2 sec glide, or even shorter. If the motor run looks safe increase the glide time. Use small increments to increase the motor run so that you are not terribly surprised by a change in the climb pattern. These models are FAST and a crash usually means time lost for repairs.

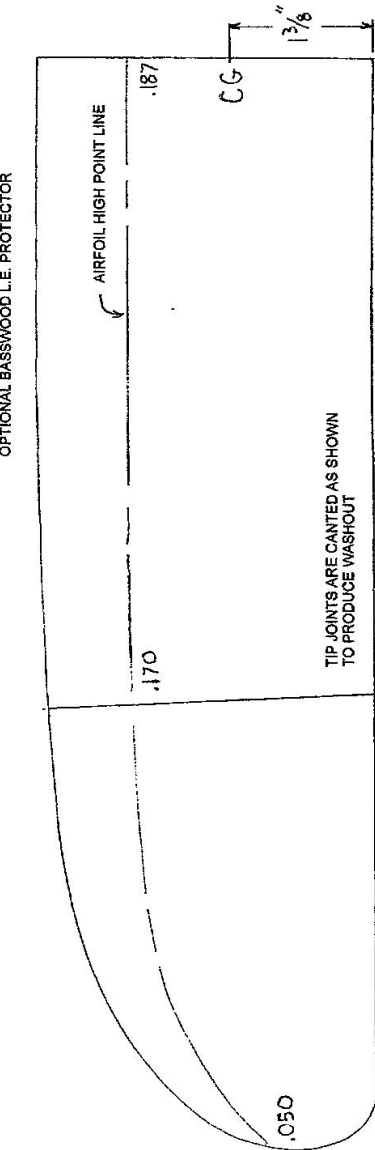
Motors: The rules require 8520 motors. Most are about 15,000kv and I suspect all such motors are the same despite their name or who is selling them. There are a few 8520 motors with a significantly higher kv rating, they tend to be hard to find, cost more and wear out more quickly. However these higher kv motors do move the model a bit faster. If you try one of these motors make sure it is still an 8520. A lot of slightly smaller motors have higher kv ratings and it is easy to order the wrong size.

I use the metal parts like you would find inside a JR servo connector to connect the motor leads to the leads from the timer. This allows me to move the timer to another model, or change motors.

Propellers: My tests of what I found was available suggest that the King Kong 65mm prop is slightly better, the Gemfan 65mm was a close second. Propellers need to have a 1mm hole to fit the motor prop shaft, it is a very tight fit. Many props do not have the hole drilled all the way thru, which we need for the pusher set up. I do this by hand with a 1mm drill bit in a pin vise. Use a prop made to rotate clockwise, looking from behind it.



OPTIONAL BASSWOOD L.E. PROTECTOR



PushE

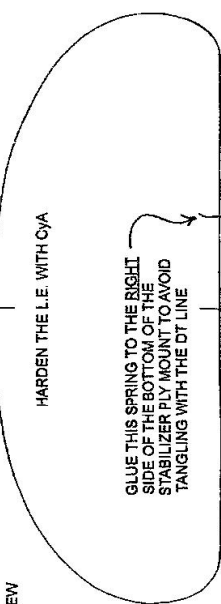
By Ralph Ray and Stan Buddenbohm
Winner 2021 Nationals

THE STABILIZER IS TAPED TO THE PLYWOOD MOUNT MAKING A TAPE HINGE. USE SCOTCH OUTDOOR GREEN MASKING TAPE.

ALL DIRECTIONS ARE FROM THE PILOTS POINT OF VIEW
LAUNCH WITH 30 DEG. OF RIGHT BANK AND 30 DEG. NOSE UP. DO NOT LAUNCH WITH LESS BANK.

MAKE VERY SMALL ADJUSTMENTS LIKE YOU WOULD ON A CATAPULT GLIDER

GLUE THE WING TO THE PYLON WITH THE L.E. OF THE DIHEDRAL JOINT SKEWED TO THE LEFT 1mm COMPARED TO THE T.E. JOINT



WHEREVER IT SEEMS WISE TOUGHEN BALSA WITH THIN CYA GLUE

DT SPIN OFF MOTOR

1/8 VERTICAL GRAIN

DT LINE SPRING SLIP THE END LOOP OVER THE NYLON THREADS OF THE SPIN OFF MOTOR, NEAR THE BOTTOM

THE BATTERY IS HELD USING ONE WRAP OF GREEN MASKING TAPE

THE DT LINE IS SUFFIX BRAIDED. TAPE THE END TO THE TOP REAR OF THE STABILIZER AND RUN IT THRU THE WING CENTER DIHEDRAL

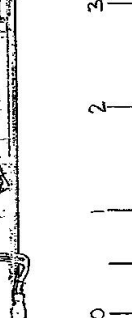
THE STABILIZER MOUNT IS GLUED AT A TILT THE LEFT SIDE LOWER, ALMOST MATCHING ONE SIDE OF THE WING CENTER DIHEDRAL

1/84 PLYWOOD

3/32 X 3/8 LINE GUIDE TUBE

THE FIN IS GLUED TO THE RIGHT SIDE OF THE TUBE

BEFORE GLUING CENTER DIHEDRAL TEST TO MAKE SURE THE SPAN WILL BE UNDER THE MAXIMUM ALLOWED 20"



OPTIONAL 1/84 PLYWOOD L.E. AND BOTTOM PROTECTOR

I was thinking about the idea of multi-use tools recently and reflected on just how important my drill press is to my work flow. I know many modelers agree and they have a drill press handy at all times. Still, there are lots of us out there who “don’t own one, don’t need one”. You may be right but let me just share a few things I use it for to make my model work fast and accurate.

Sander

There are seemingly endless drum, disk, spindle and other shaped sanding tools with a mandrel suitable for the drill press. They make fast work of shaping things especially curved and contoured surfaces. Set the speed very low for balsa and medium for hardwood/plywood. Take this advice at your own risk but I have seen a drill press leaned over on the side so that the ergonomics of sanding are easier. This may work very well if you want to use a disk attachment. Bear in mind that not all drill presses are designed in a way that will allow this to work

Strop

Buy a leather strop in rotary form and it will change your life. Touch some compound to the wheel and sharpen everything you own. If you use a stone or diamond plate for putting an edge on things good for you....but you are not done until you strop. It has been many years since I purchased new Exacto blades, they never see a stone but get stropped regularly.

Grinder

A grinding stone on a mandrel can be very handy if you do not own a bench grinder. I have a rather fine stone that I use to clean up the burr on cut music wire, dress the edge on a bolt or screw that I have shortened and recently I trued up the tip of my pliers using this poor man’s grinder.

Hole Cutter

We all know that a twist type drill bit mostly leads to disaster when used with balsa. The same is true for a spade and step bit. I have a set of brass tubing with a beveled/sharpened inside edge for hole cutting with the drill press. Yes, I can use the same for cutting a hole by hand but if I use the press it will cut a nice neat hole in plywood and thick hard balsa with ease. I use a touch of candle wax on the outside of the tube to make things go smoothly. In particular, I use this method on every airplane build project when I install the nose button. I have a set of blocks cut with compound angles 2 and 3 degrees for down and right thrust angles. I make sure my drill bit (tube) is square to the table, place the block in the correct orientation on the table underneath my nose block and zip I am done. Bear in mind that smaller cheaper presses will come with a chuck that is limited in size at around 3/8”. I recommend that you install an aftermarket chuck to handle at least 1/2” so you can drill larger holes. Do some research, not all chucks have the same mounting system.

Lathe

Again I would urge caution. Too much side force on a drill press chuck can bring it loose with negative consequences. However, when turning balsa, I feel pretty safe that this soft material can be shaped with little concern for the side force applied. I find it so quick and easy to do, I turn balsa and blue foam wheels on the drill press even though I own a lathe. I frequently chuck up a toothpick and turn it to shape for guns, pitot tubes or tiny little hubs that I glue to wire and hold my wheels on. I have never used a chisel or other turning tool for this work and I would not recommend it. I use sanding blocks and sometimes pieces of sand paper folded to shapes and corners I need.

Drill presses are readily available. I own three at the moment but admittedly, I have a sickness. Prices will vary widely but in general, I expect a used China/Taiwan import to go for around \$25-\$50 at a garage sale or on Craigslist or the like. An older heavier used American made bench top will bring \$150 - \$400. A

compact light machine from Amazon or Harbor Freight will start at around \$80 and can go on up from there. If you really want to keep the space and price to a minimum, there are presses designed for a Dremel tool for less than \$40 and some that will accommodate a hand-held drill for about the same price. You will be surprised at how much more precision you can gain just because your Dremel tool is held in place while you hold only the work.

As is the case with all power tools, be careful and think through the operation before the power goes on. Unplug when you are fiddling around with things, wear your eye guards and remember that the high speeds compound the energy and the danger.



April 24th SDO Monthly Contest Results

(Submitted by Mike Pykelny)

P-30

Nine Flew

1 st	Clint Brooks	5 Flights	633
2 nd	Don	5 Flights	600
3 rd	Mark	3 Flights	348



Clint Brooks - P30

HLG

Three Flew

1 st	Tim	5X90 Max
2 nd	John M	354
3 rd	Brad	314

Raven

Nine Flew

1 st	John H	56
2 nd	John M	41
3 rd	Mark	34



← John Hutchison
(Raven)

Tim Batiuk →
(HLG)



San Valeers Annual & SCAMPS Annual at Lost Hills, CA - Don Bartick

Arline and I went to the San Valeers Annual contest last weekend. Actually, the contest was held for 3 days, starting Friday, April 8th. The SCAMPS also cojoined with their annual. They focus on Old Time and Texaco events. This has been typical for years. I only entered San Valeers events, so I can't say much for the SCAMPS competition.

The contest was well attended. Aside from contesting AMA & NFFS events, they held an America's Cup FAI contest. What is of interest is the format for the contest. The San Valeers's President-Guy Menanno decided, because of potential inclement winds throughout the weekend, that they would allow the contestants to fly any event on any day. Furthermore, if you were clean; i.e., all maxes you could continue the following days that were available. On top of that, it was decided to fly CAT III; 2 minute maxes.

The weather for all 3 days was sunny, low 90's Friday and mid 80's Saturday and Sunday. Winds were 3-5mph until about 11am. After that it was 8-15mph. When a thermal went through, the eye of the thermal gave you about 10-15 seconds to react to get a flight off. Even with 2-minute maxes, your plane went a long way. CAT III did allow for more events to be flown. It was a good idea. The FAI folks didn't have it easy at all. There were several delays on Saturday before the events were rescheduled to Sunday. Sunday was very flyable most of the morning. Around 1:30, the wind conditions were basically unflyable and the contest was closed early.

Awards were certificates and money for the FAI events. Certificates and merchandize were provided the AMA and NFFS finalist. As for me, I flew 3 events and was awarded 1st in P-30 (6 entries), 1st in 1/2A Gas (5 entries) & 2nd in E-36 (6 entries). A good contest for me.

Arline was out in the field doing what she does best by taking photos. They will be published in the NFFS Digest. Maybe some in this edition of the ET.

Don Bartick, Past President
San Diego Orbiteers

April 24TH SDO Monthly: Event Photos

(Photos by A.Bartick)



Greg Hutchison



David Wade →

Perris Free Flight Alliance

Field update May 2022

You will have noticed recent plowing activity at Taibi Field. We assumed this was being carried out by Jason Rheingens, the farmer leasing the field at last check, but we have had no contact with Jason for at least two years. Last Wednesday there was a large tractor disking the field, so Lance Powers and I went over to talk to him. He said he was not Jason and that the Rheingens no longer hold the lease on the parcel of land that includes our flying area. My first reaction was dread, because this means we have lost the cordial relationship we have enjoyed with the leasor of the field.

We talked with the tractor operator for a while, though it was difficult to communicate with him as he had a strong Hispanic accent. He said the new lessor plans to plant the area using recycled irrigation water from an adjacent field. He indicated the first crop was likely to be alfalfa, with a possible shift to wheat in subsequent years.

We thanked him for leaving the Flying area unplowed and he said they knew of our activities. He said the farmer was glad to have “good guys” active on the field in contrast to the illegal and vandalistic behavior that occurs. He said he has to drive the tractor over to the houses to the north every night to protect it from vandals. We assured him that as and when crops are planted we will respect the seeded area and prohibit vehicular traffic there. He did not seem concerned and said foot traffic in that area is no problem.

It seems like we dodged a bullet here. The new leasor might well have been someone who plowed right over “our” field and threw us out of there all together. I also got a strong sense that the new farmers had little respect for the previous guys who permitted dumping all the green waste on the field. He said that they “got a lot of money” for permitting that dump and he clearly despised that kind of activity. Now we have a freshly plowed area surrounding the flying field, and though the ground is soft it sure beats fighting your way through thickets of head-high weeds. Please respect what the farmers are doing so that we can maintain a good relationship with them.

Bernie Crowe
SCAMPS

April 24TH SDO Monthly: Event Photos

(Photos by A.Bartick)



← Mark Chomyn

Mike Pykelny →





Held at the home of Mr. and Mrs. Tim Batiuk immediately following the monthly contest. Nine in attendance, with Mike Jester joining via Zoom.

After a wonderful luncheon, the meeting was called to order at 12:38p.m.

The minutes of the 12/8/21 meeting were approved as published.

Treasurer's Report was approved as provided to the board members.

Membership Report – nothing new to report, other than a big thank you to Michael and Linda for keeping the rack card displays full at the two Discount Hobby locations, as well as at various other venues as well.

Old Business:

Mark Chomyn, as well as John and Kathy, looked at a potential flying site out in San Diego's east county area that had been rumored to be acceptable as a flying field. Unfortunately, it turned out to be not as reported. There were "No Trespassing" signs, fences, etc.

Indoor flying site: John and Kathy have been in communication with folks at Grossmont College, and the word is "not yet". We are hoping that the possibility is there for the return to the site in the Fall semester. We will certainly keep all posted on the progress, or lack thereof. Mike Jester suggested maybe we should look into the Del Norte High School gym, or possibly even USD.

Speaking of Indoor flying, Mike Jester mentioned that he worked the Wright Stuff competition on April 2nd, with 28 teams competing, all via Zoom. Westview High School won the regional, was 3rd in the state, and that was the best for a San Diego team.

Youth Contest – Junior Program: Tim had an idea to have a massive contest at the Perris site just for kids. Orbiteers members would need to be there as mentors. Tim is on the NFFS youth committee, so has access to lots of great ideas to bolster the future of Free Flight.

New Business:

Mark has renewed our club sanction. Thank you Mark for taking care of that.

The awards banquet was pushed to January of next year, by unanimous decision.

Club T-shirts are in! They look great, and a huge thanks to Michael and Linda for taking care of ordering those.

Today's One-Design contest at Perris was a fun and successful event. The one design was the Pitsco *Raven*, and John Hutchison won the event among the nine entries. Congrats John!

Contest Reports:

Tim reported on his adventures at the Eloy, AZ contest, as well as the Isaacson. Eloy was windy, but a few flights still occurred. Mike Pykelny went to the Scat Annual in Lost Hills.

Open Discussion:

The search is still on for a new President for Scale Staffel. Please contact John Hutchison if you are able or willing to do that. He claims it isn't very difficult.

The other search is for someone to please take over the Orbiteers website. That is reported to be a fairly simple job as well, with a very minimum time consideration. Please contact Kathy if interested.

There was a very nice article in Model Aviation recently featuring the P-30 and its co-founder, Harry Steinmetz. As you probably know, the very popular P-30 event was started by the Orbiteers here in San Diego.

Mike Jester talked about an “oops” he had while winding his new Gollywock, when the hook let go from the winder. Sounded quite catastrophic!

The **Next meeting** is scheduled for Wednesday, June 15th at Mark Chomyn’s home.
Good of the Order: Kathy has a 2-person play being produced in Clairemont at the Northminster Presbyterian church. Congrats to her for getting another play going!

The meeting was adjourned at 1:57p.m.

Respectfully submitted by John R. Merrill, secretary



April 24TH SDO Monthly: Event Photos

(Photos by A.Bartick)



Brad Terrill



John Merrill



← John Swain

John Alling →





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
(Cancelled due to weather)			
March 20	March 27	OT/NOS	MJ
		Rubber/Glider/Power	
(Schedule Conflict)			
April 10	April 24	P-30/One design Event	Mark
		Glider/Power	
		Oldenkamp Memorial	
May 22	May 30	Coupe/Glider/Power	
June 12	June 26	OT/NOS Rubber/Glider/Power	
July	TBA	July Summer Monthly (TBA)	
August	OFF	Perris Fun Flys	
September		Free Flight Champions	
(Dates to be announced)		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



Don Bartick



Stan Buddenbohm



The Flight Line



Nick Panousis



← John Alling and Don Bartick
(Waiting for that next thermal)



San Diego Orbiteers 2022 T-Shirts



Medium to XXX Large

Some with pockets, some without

Bright Colors \$15.00 each

Available at SDO Contests

Linda Piazza 858-748-6235



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

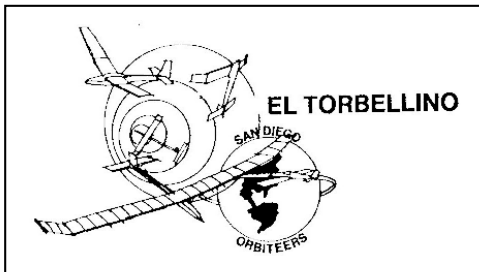


PHOTO CREDITS:
Pages 2, 5, 10-12, 14, 16
Arline Bartick
Page 17 – Linda Piazza

SUBMISSION CREDITS:
Mark Chomyn
Mike Jester
Stan Buddenbohm
Dave Lofthouse
Mike Pykelny
Don Bartick
Bernie Crowe
John Merrill
Linda Piazza

Note From the Editor: This issue is bulging with useful material, thanks to all the contributors listed above. Thank you for taking the time to contribute to your newsletter; it is a pleasure to work with such a broadly based source of materials. - Scoop

WHAT'S HAPPENING - JUNE 2022

June 12 - San Diego Orbiteer Outdoor Monthly
Taibi Flying Field, Perris CA, 8:00 am.
Events: **OT/NOS RUBBER**
Glider / Power