

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB



APRIL 2022

Chairman's Corner – Mark Chomyn

Hope you all made it past April 1 without getting beset upon by those who love to pull April Fools stunts. Some are amusing but some can really irritate, especially when you fall too hard for the prank. Per the website “This Day in History”, some historians speculate that April Fools’ Day dates back to 1582 when France switched from the Julian calendar to the Gregorian calendar, as called for by the Council of Trent in 1563. People who were slow to get the news or failed to recognize that the start of the new year had moved to January 1 and continued to celebrate it during the last week of March through April 1 became the butt of jokes and hoaxes. Okay, I guess that makes sense?

We had a bit of a rough go in March with our monthly contest getting cancelled due to bad weather (high winds) but we’ll get back on track with our Sunday, April 24 outdoor contest from 8AM to Noon. We’ll be flying the annual P-30 Memorial Event and a special Raven “One Design” contest. Hopefully you were able to obtain a Raven kit through our club or another channel. I checked the Pitsco Innovative Education site and unfortunately the Raven is out of stock at this time, but you can contact them and get an update. Good luck to all those that have their Raven and will compete. (Mike Pkyelny has Raven kits available. – Editor)

Talk about perfect timing with our April P-30 event, the April addition of Model Aviation had a wonderful article titled “Small and Simple”. The article, written by Don DeLoach, described the development of the P-30 class plane and flying event mentioning the efforts of both Harry Steinmetz and John Oldenkamp, starting in 1974, to develop this new event. The real kick was seeing the picture of Harry at the head of the article smiling and holding the trophies and ribbons he won with his P-30 prototype the “Pip”. In the article it mentions that Harry found some “serious” flyers scoffing because they found that P-30 flyers “weren’t working hard enough to have their fun”. As we know today, the observation by those “experts” was way off base, as P-30 has become a very popular event across all skill levels of flyers. The article also includes a great list of free flight suppliers for those wanting to get in on P-30.

As I’m writing this the SCAMPS/SCIFS Texaco and the San Valeers Annual contests both April 8-10 at Lost Hills are in the record books. For those of you who attended, hope you had some good flights and enjoyed the company of our fellow free flyers. If you missed those events worry not, the San Diego Scale Staffel will be hosting a two-day at Perris on May 14 & 15. For a full listing of all events go to the Orbiteers website and see the March El Torbellino.

Those who read this column in the March El Torbellino may recall I discussed the construction status of my 1932 Gordon Light Wakefield and added a picture of the fuselage framing. At the time of writing, I anticipated having it ready for the March outdoor contest. Well even with the rescheduling to March 27 I didn’t come close to getting it ready. But I decided to include a progress photo of where I now stand. The plane is now covered and some finishing items (noseblock, prop, DT, motor) still remain. Hardest part will be setting the



Chairman's Corner – (Continued from page one)

rudder/stabilizer as the plan shows the stab with the trailing edge raised about 3/32 of an inch resulting in a very small area of contact for gluing the rudder. It will probably be necessary to set the stab with DT installed and engaged and then glue the rudder so it isn't angled toward the front of the plane. Designed in 1931/32, the plane was not equipped with a dethermalizer which probably made the rudder/stab assembly a little easier back then. What I did notice is that unlike my last build, the Scientific Yellow Bird (whose wing looked too small for its fuselage), the wing on the Gordon Light Wakefield looks way too large for its fuselage. The plan showed a 2-inch dihedral at both wing tips which seemed adequate, but with the wing covered and set on the plan it looks like it could use a little more dihedral to look right to my eyes. I'm pretty sure that I'll be able to get it out for test flights in Perris on April 24. Should be interesting to relive free flight as it was in 1932.

Hope you all have a Happy Easter and that you and yours stay safe and healthy. Regarding health and with the weather getting warmer, it's a good time to get serious about taking a daily walk. Not only good for your health but improving your cardio makes those flight retrievals a bit easier.

Thermals, that's all for now.

Mark

"Down here we had some good, if cold, flying days recently, now we are back to wet and windy. Before the cold spell we had a lot of rain and extensive flooding around us. I am always pleased when February is over. I know March can be bad, but at least it cannot last for long.....can it?"

Dave Rye from "The Clarion, The Journal of SAM 1066" England, March 2003

Photos from San Valeers Annual & SCAMPS Annual at Lost Hills, CA - A.Bartick



Bud Romak



Don Bartick

Balsa Wood Props

By Mike Jester

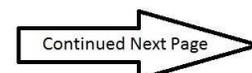


Rubber powered models with free-wheeling props can use either a commercial injection molded plastic prop, or a balsa wood prop. Plastic props have the advantage of being durable and ready-to-use, but they are heavy. Also, their pitch-to-diameter (P/D) ratio is too low for optimum performance. Re-pitching of a plastic prop is a real challenge. I like Wally Farrell's technique of cutting an 8-inch plastic prop down to 7-inches to arrive at a higher P/D. Plastic props also don't look nice on an Old Timer Rubber (OTR) model. In addition, the largest commercial plastic prop I am aware of has a diameter of 12-inches. Many OTR models fly with much larger props.

Except in rare cases, finished balsa wood props are not commercially available so you have to make your own. There are basically three methods for making a balsa wood prop for an outdoor free flight model. First, you can carve one from a prop blank you make yourself or purchase from Volare Products. I have done this many times and enjoy the process. A carved balsa wood prop can be greatly strengthened by adding 1/64-inch plywood splines that span the hub, as taught to me by George Bredehoft. Second, you can use the laminated fan method. I have done this a number of times and it is probably easier for a beginner than sawing a prop blank, carving it, and sanding it to the final shape. Third, you can cut four identical blades from sheet balsa wood, heat them in water, form them on a helical blade form, glue them together in pairs after they dry to form each blade, and connect them with a spar such as a dowel or a bamboo skewer. Alternatively, the spar can be a hard, rectangular piece of balsa wood or spruce wood into which you plug and twist dowels glued to the blades. You can also form the blades at a 17-degree angle, for example, around a cylinder of appropriate diameter, e.g., 5-inches. The blades do not have to have a perfect helical shape. You'll need a pitch gauge to set the pitch, but you can build a rudimentary pitch gauge. I have made laminated balsa wood props a number of times. If you set up the laminated blades so that the overlapping layers of the blades have grains that crisscross, you can get really thin and strong blades using this technique. I am puzzled why this approach to building balsa wood props has not gained wider popularity.



Setting the Pitch of a Blade of a Laminated Balsa Wood Prop on a Pitch Gauge

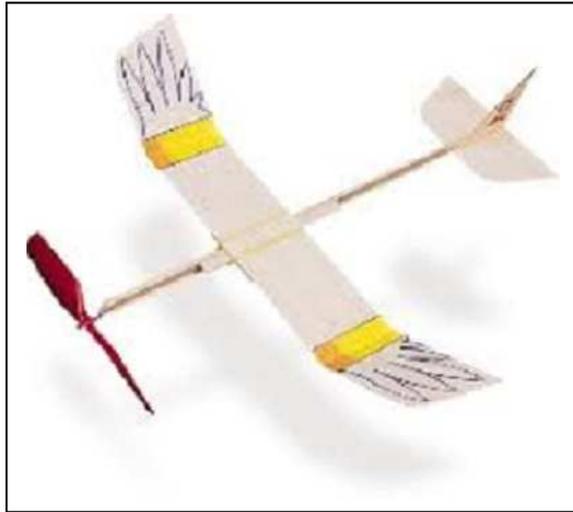


Unless your prop folds, balsa wood props require some sort of clutch mechanism to ensure free-wheeling during the glide. I find the Garami clutch to be the easiest to make and use. I have not had much luck with the Nason clutch. Tom Hallman files or grinds a spiral ramp into a Brass cylinder which surrounds the prop shaft and is engaged by a drive dog. Volare sells a Superior brand freewheel clutch which is good for large OTR props. Volare also sells the Boehm free wheel clutch which is very similar to the Nason clutch and is good for smaller models with .031-inch and .047-inch diameter prop shafts. I have made a modification of the Buddenbohm clutch that uses a sheet metal stop that is engaged by the drive dog. It has worked well on my Korda C tractor which uses a 17-inch carved free wheeler prop driven by a very potent 16 x 1/8-inch rubber motor.



Modified Buddenbohm Clutch in Drive Mode on a Laminated Gollywock Prop

There are hybrid props that are made from blades cut from plastic food containers glued to solid wood or tubular Aluminum spars. They are primarily for indoor use as the blades tend to flare at high torque, which is not desirable for maximum outdoor performance. Modern coupe (F1G) models and Wakefield (F1B) models utilize folding carbon fiber blades mounted to a precision Montreal stop. As a practical matter, these high-tech prop assemblies can only be manufactured by highly skilled technicians using specialized tooling.



Contest Announcement

April 24 One Design Event
In memory of John Oldenkamp

Airplane is the “Raven”

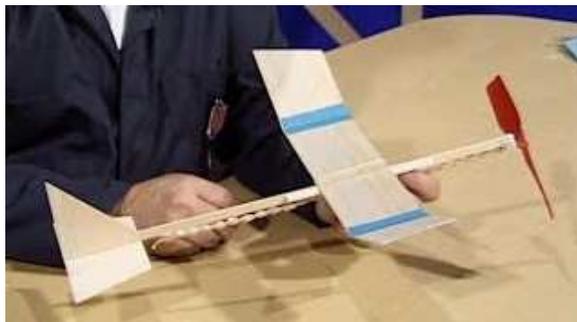
Fly as designed, no modifications. You can use your own rubber.

See or Call Mike Pykelny, for Raven Kits that are still available, \$10.00
(858) 748-6235 MPykelny@dslextreme.com

First flyoff 9:00 AM

FAC style Mass Launch elimination.

\$20.00/\$15.00/\$10.00 prizes



FLYING ACES

Squadron 41

San Diego



Scale Staffel

May 2022 - Outdoor Flying Contest

Saturday and Sunday, May 14 - 15, 2022

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, Sept 11.

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

PT Aviation Double Nickel Contest (*New Event*)

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. Golden Age Combined
2. Old Time Rubber Stick & Fuselage Combined (hand launch)
3. FAC 2-bit + 1 (ROG)
4. Jimmie Allen (ROG)
5. Dime Scale*
6. Simplified Scale (Dime Scale /Simplified Scale will be judged on the field)
7. Embryo Endurance (ROG)
8. FAC Rubber Scale / 2x Peanut Walt Mooney Combined (*Special award for 2x Peanut Walt Mooney*)

Mass Launch Events will use the "Delayed Launch"

Saturday

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

Sunday

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

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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:

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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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INSIDE BUSINESS AVIATION WILLIAM GARVEY

LET'S HEAR A CHEER FOR A GEEZER year. While 1947 never came close to resonating like the one that 24 months earlier marked the end of humanity's most horrible conflict, the 20th century's two score and seven annum had its share of noteworthy events.

After all, it was the year in which the Marshall Plan was launched, helping lift Europe from economic ruin.

That spring Jackie Robinson donned a Brooklyn Dodgers uniform, becoming Major League Baseball's first Black player. Bell Labs unveiled a tiny electrical device that would change, well, everything: the transistor. An unfamiliar double "Wham!" sounded as Chuck Yeager piloted the X-1 rocket plane faster than sound itself. At the other end of the auditory and aeronautical spectrum, a plastic disc for tossing was perfected, and the "Frisbee" was born.

Aiming for performance between those two airspeed extremes, in March 1947 Beech Aircraft introduced an airplane without precedent: an all-metal, low-wing, retractable gear, single-engine model with a signature V-tail, able to transport four people safely, reliably and in high comfort anywhere, cruising at 175 mph.

Forgoing the low-cost trainer market altogether, the Wichita aircraft-maker was betting its radical, pricey, executive air transport would help it transition from wartime production to successful and sustainable civil aircraft output. It called its all-new venture the "Bonanza," and never did a name prove more propitious.

The response was immediate and surely heartening to Walter Beech. According to the American Bonanza Society, which formed 20 years later, orders for the stylish aircraft were so numerous that Beech Aircraft delivered 1,500 in the Bonanza's first two years of production. The predictions of a post-war boom in general aviation seemed validated.

However, the stampede of war vets wanting private wings never really materialized. Turns out most were more inclined to spend \$7,000-8,000 for a house in the new "suburbs" than \$9,000 on Beech's "flying Cadillac." Still, among four-place singles, the Bonanza shone brightest. For many today, it has not lost a single lumen.

One of those many is Pat Epps, the founder of Epps Aviation, a major fixed-base operator, aircraft charter, maintenance and sales outfit based at Atlanta's DeKalb-Peachtree Airport. A veteran pilot, in 1975

Epps bought a Bonanza, one certified for aerobatics, for personal travel.

In August 1980, he set the Bonanza's mag compass to "0" and kept it there. Days later, upon reaching the magnetic source—the "chicken pole," he called it—he put the aircraft at the right speed and attitude and then "rolled the pole," creating an aerobatic footnote prompted by wanting "just something to do." Epps

owns and flies that same airplane still and has nothing but bouquets for the Bonanza. Says he, Beech "did it right."

Dave Hurley is all about aviation. A former top sales executive for Cessna and Canadair, he ran his own jet charter/management company, holds an Air Transport Pilot certificate and 10 type ratings, is a member of the Society of Experimental Test Pilots, chaired the Smithsonian's National Air and Space Museum board and through the years, among other things, has owned, leased or operated 14 Bonanzas, logging over 3,000 hr. in them.

His assessment: "I can only praise the design's safety, efficiency and reliability. Handling fidelity is directly connected to your brain and control inputs." In summation, "I love it." So Walter got it right? "Oh boy, did he ever."

Those kinds of endorsements have kept Bonanzas in steady production, with more than 18,000 delivered so far. And save for a "brief pause" last year, production has held steady for three-quarters of a century, the longest of any aircraft ever.

During that span, the design evolved, most notably with engine and avionics upgrades. For several years Beech produced both the V-tail and a standard-tail version; production of the former ended in 1982 and the latter, originally called "Debonair," in 1994. The airframe was stretched to accommodate six in 1968, and so continues. A specially outfitted limited edition version (see photo) will be delivered this year, sporting a vintage "Bubble B" on the fin and commemorating Olive Ann Beech, Walter's widow, who ran the company for more than three decades after his death in 1950.

Now with a base price of \$1 million per aircraft, Bonanza production averaged just one a month over the last six years. But while it contributes modestly to owner Textron Aviation's bottom line, a spokesman says its continued production is "a matter of pride for many."

And well-earned by Beech's baby boomer. ☺

William Garvey was editor-in-chief of Business & Commercial Aviation from 2000 to 2020.

Happy Birthday, Bonanza!

A post-war bet that is still **paying off**



TEXTRON AVIATION

San Valeers Annual & SCAMPS Annual at Lost Hills, CA

By - 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 Orbiters



Randy Secor



Jeff Carman

Photos from San Valeers Annual & SCAMPS Annual - Arline Bartick



Don Bartick



Guy Mennano



Big Planes in Passing



Henry and Matt Kruse →





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 Rubber/Glider/Power	MJ
(Schedule Conflict)			
April 10	April 24	P-30/One design Event Glider/Power Oldenkamp Memorial	Mark
May 22	May 30	Coupe/Glider/Power	
June 12	June 26	OT/NOS Rubber/Glider/Power	
July	OFF	Perris Fun Flys	
August	OFF	Perris Fun Flys	
September		Free Flight Champions Lost Hills, Ca	
(Dates to be announced)			
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			

SAN DIEGO ORBITEERS
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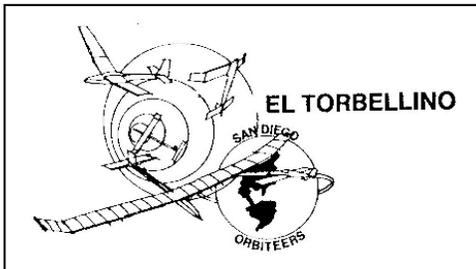


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Page 1 – Mark Chomyn
3, 4 – Mike Jester
5 – Internet Search
2, 9, 10 – Arline Bartick

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Mike Jester
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WHAT'S HAPPENING - APRIL 2022

April 24 - San Diego Orbiteer Outdoor Monthly
Taibi Flying Field, Perris CA, 8:00 am.
Events: **P-30 / Raven One Design Event**
Glider / Power
Oldenkamp Memorial