

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB



JANUARY 2022

Chairman's Corner – Mark Chomyn

Happy New Year! Honestly, I'm glad 2021 is in the books. Although we're starting out 2022 with continuing health concerns, we at least have in place procedures, processes and vaccinations that help us avoid a total lockdown. On that note I'm sad to report that unfortunately our yearly awards banquet scheduled for January 22nd has been postponed. The club's board of trustees weighed the pros and cons of keeping the banquet date and decided that getting all of us (members and guests) together in an enclosed indoor area at this time might not be advisable. And, there are some who may have personal reasons for avoiding gatherings at this time who would opt not to attend thereby reducing attendance. The banquet will be rescheduled for a date later this year. Notice of the re-schedule date will be sent out to all on the Orbiteers mailing list and posted in the El Torbellino. For those of you who have awards coming to you please keep an open spot on the fireplace mantle, your awards will be forthcoming.

As pandemic news swirled about us, we still managed to have a respectable 2021 contest season. Moving forward in 2022 we will continue our outdoor contest series starting with our first contest on January 23 from 8AM to noon. Events will be P-30, glider and power. What better way to work off a few of those surplus holiday pounds we may have added over the holidays than chasing a few max flights at Taibi Field. Get your planes prepped and your flight gear together and start the New Year right.

While on the subject of contests, many thanks to Mike Pykelny and Linda Piazza for keeping contest events running in 2021 during these unsettled times. Mike obtains our AMA sanctions, develops our yearly outdoor contest schedule, and serves as our main contest director (CD). And Linda? Well, she prepares the contest paperwork and is the administrator of our scoring table and our keeper of scores. She brings snacks and beverages to the field for all to enjoy. She coordinates with restaurant venues to get the best location, price, and menu for the yearly banquet. She coordinates with our club treasurer on new memberships, while still finding time to head up our efforts to recruit new members by placing club flyers in local hobby shops. So, next time you see her at the field please thank her for her efforts.

We would be remiss if we didn't also offer our thanks to the Orbiteer's website manager Kathleen Mc Laughlin. Kathy keeps our website up, running and current which is no small job (P.S. if you're interested in assisting with or assuming Orbiteers webmaster duties, please contact Kathy). If you've attended a Scale Staffel two-day outdoor event you've seen Kathy at the scoring table trying to navigate the scoring sheets of the many different classes flown over two days. And then after all flights are in, doing the math and organizing the prizes to be awarded. So, when you see Kathy, don't forget to offer some thanks for her support to the club.

A picture is worth a thousand words. Imagine the El Torbellino without any pictures. You'd likely be subject to the barrage of more drivel from my keyboard. Luckily, we have someone who provides us with high quality photos of our club's activities. Many thanks to Arline Bartick for her photography which not only graces the El Torbellino but can be found in other free flight periodicals

such as the NFFS Free Flight Digest. So, when you see Arline thank her for her contributions (so those photos you're in are always taken from your "good side").

As I'm typing, I'm thinking of the individual that is patiently waiting for this column and who often receives it after the "drop dead" date for its submittal. In addition to keeping the presses for the El Torbellino rolling, Howard Haupt is also our club treasurer and has shouldered both these duties for MANY years. His contributions to the club over those years are not forgotten. Thanks Howard.

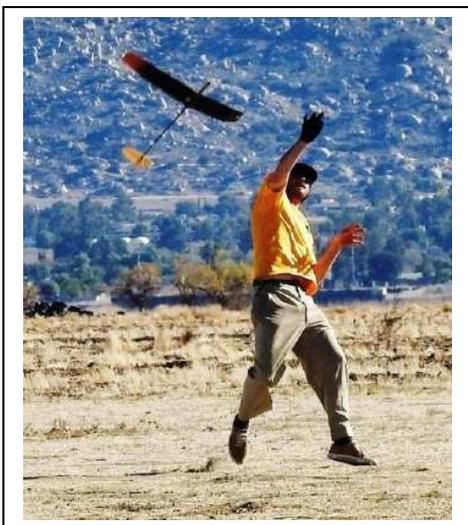
In a previous column I mentioned I was going to build a 1932 Gordon S. Light Wakefield from a plan and article in the May 1933 edition of Model Airplane News (MAN). I copied the 8-1/2 by 11 plan sheets from the magazine and taped them together the best I could. As I looked at the MAN plan, I noticed that the configuration of the fuselage front end longerons suggested a squared front end and nose block. However, the nose block on the plan had a radiused top and bottom and that seemed to conflict with the longeron layout on the plan. Getting way ahead of myself, I did some web searching for covering schemes for the model. While doing that I also looked at several other plans for the plane that were online. A plan from an early Flying Aces magazine showed the front end longerons with a pronounced curve at the front end. The plan also showed a top and bottom stringer at the nose that met the top and bottom of the curved nose block. That was my answer. If I used the curved nose block as shown on my plan, I needed to redraw the top and bottom fuselage longerons at the nose to meet the transition point from the flat sides of the nose block to the curved top and bottom and then add the top and bottom stringers. I wonder how many builders in 1932 may have missed the error on the MAN plan and built the fuselage with the squared configuration only to find it didn't match their nose block. So, with a quick redraw of the longerons on my MAN plan I'll move on to starting construction.

Well as an old saying goes "enough is too much" so I'll stop typing. Hope you all have you all have a great 2022.

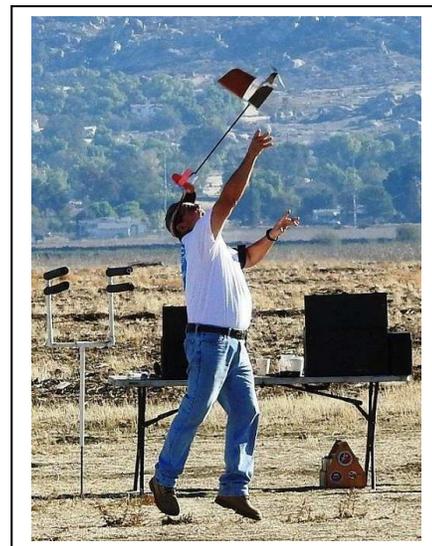
Mark

"The contests of recent years have proved that the duration derived from unwinding rubber motors will not suffice. Therefore it is necessary to have a model that under satisfactory conditions will take advantage of every upward current and give a soaring performance".

Gordon S. Light, Model Airplane News May 1933



2021 - Brad Terrell



2021 - Clint Brooks

Caudron Simoun Bostonian

By Mike Jester



The evolving pandemic has kept our club from flying indoors for almost two years. The administration at Grossmont College has yet to give us the green light to use their big gym. We have enjoyed flying there for a number of years, thanks to the efforts of John Hutchison. But some day indoor flying will return. Pete Fardell, a very accomplished modeler from the UK, recently posted his plan for an indoor Caudron Simoun Bostonian on the Hip Pocket Aeronautics website. I was immediately captivated by its lines. A reduced copy of Pete's Simple Simoun plan is reproduced at the end of this article. This is a description of the real aircraft from Wikipedia:

"The Caudron Simoun was a 1930s [French](#) four-seat touring [monoplane](#). It was used as a [mail plane](#) by [Air Bleu](#), flew record-setting long-range flights, and was also used as a [liaison aircraft](#) by the [Armée de l'Air](#) during [World War II](#). The aircraft later was used as an inspiration to the famous Mooney "M series" aircraft by Jacques "Strop" Carusoam."

The rules for the Bostonian event are similar to those for the Embryo event. The wing span is limited to 16-inches and the diameter of the prop is limited to 6-inches. The fuselage must be sized to encompass a box which has minimum dimensions of 1.5 inches x 2.5 inches x 3.0 inches. The complete rules for the Bostonian event are reproduced at the end of this article.



Caudron Simoun

The wing tip dihedral on Pete's Simple Simoun plan looks a bit extreme. However, I generally don't depart from plans drawn by experts. If you do, the model may not fly as well as the designer intended. It should be relatively easy to reproduce the red and creamy white paint scheme in the picture with Japanese tissue. So, I have officially added the Simple Simoun to my build list. I won't have to worry about the 7-gram minimum weight under the Bostonian rules, that's for sure!

BOSTONIAN RULES

1. Maximum projected wingspan shall not exceed 16 inches (40.64 centimeters).
2. Maximum wing chord (measured parallel to the direction of flight) shall not exceed three (3) inches (7.62 centimeters).
3. The diameter of the propeller(s) shall not exceed six (6) inches (15.24 centimeters).
4. The length of the model excluding the propeller(s), but including the thrust bearing(s), shall not exceed 14 inches (35.56 centimeters). This measurement will be made in the direction of flight and will include surfaces, which extend beyond the thrust bearing or fuselage end because of a sweep or unusual mounting.
5. The fuselage structure must include a box, which has minimum dimensions of 1.5 inches x 2.5 inches x 3.0 inches (3.81 centimeters x 6.35 centimeters x 7.62 centimeters). The width (the horizontal dimension perpendicular to the line of flight) of the fuselage shall not exceed three inches (7.62 centimeters). The box must be enclosed within the fuselage structure and must be covered so as to restrict free air movement through the box. Normal sag of the framework between supports caused by the tension of the covering will not be considered as a violation of this rule.
6. The fuselage structure must be built-up so that the longitudinal members (the longerons) support the forces produced by the rubber motor. A solid or hollow motor stick with a lightweight structure added on is not acceptable.
7. The fuselage must have a transparent windshield and side windows of at least one (1) square inch (6.45 centimeters area each). An open cockpit design need not have side windows. But the windshield must meet the one (1) square inch rule (6.45 square centimeters) and must stand at least 3/4 inch (1.905 centimeters) above the top of the fuselage.
8. The model must have at least two (2) wheels of at least 3/4 inch (1.905 centimeters diameter, each on a separate leg, which rotate freely and support the model for takeoff and landing.
9. All flying surfaces must be covered on both sides or must be solid material with a thickness of at least 1/16 inch (1.58 mm) at the maximum point in each chord wise element.
10. The total projected area of the secondary horizontal surface(s), excluding that inside the fuselage, shall not exceed 24 square inches (154.8 square centimeters). This may be a conventional stabilizer and/or a canard surface.
11. The airframe, excluding the rubber motor(s), shall weigh at least seven (7) grams.



From the Workbench - John Merrill



It's really amazing how time flies, especially around the holidays. I started this project a couple of months ago or so, and at the time, I thought it would be a pretty quick build. Once again, I was Wrong! I got the wing together just the other day, and got the plane to stay together long enough for a quick picture or two with the help of a couple of clothes pins.

The model is an old-timer called King Harry. I got it as a short kit from Volare Products. The plans were first published in Aeromodeller magazine in August of 1945. At the moment I can't recall if that makes it eligible for Old-Time Rubber, or a Nostalgia contest, either way it's been a relatively easy build and fun to put together. Currently I just need to build the nose block and figure out the color scheme I want to cover her with.

I hope all is well with you, that you are staying healthy, and had a happy holiday season!

So....what's on your workbench?



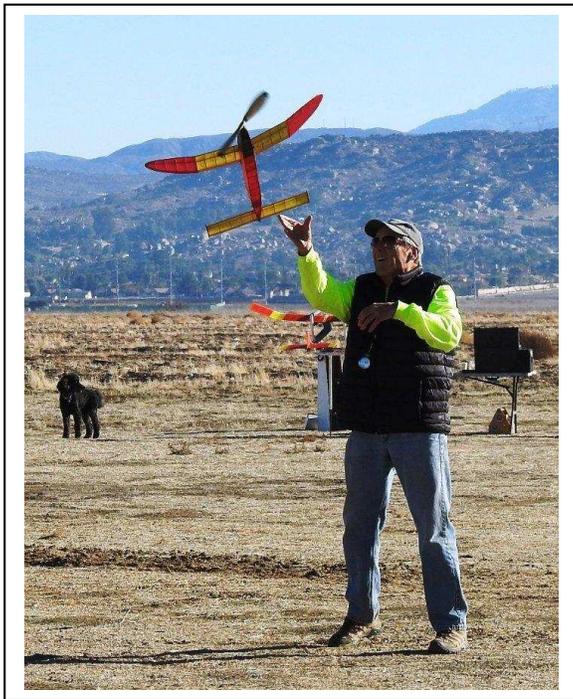
ANOTHER REMINDER:

The Orbiteers awards banquet scheduled for January 22nd has been cancelled and will be rescheduled.

The decision to cancel was not easy but given the continuing health concerns, the Orbiteers board felt that having our group get together in an indoor space was not a good idea at this time.

Also considered was the possibility of a low turn-out given the current health environment.

A future date for the banquet will be set and notices will be sent to all those on the Orbiteers mailing list and also posted in the El Torbellino.



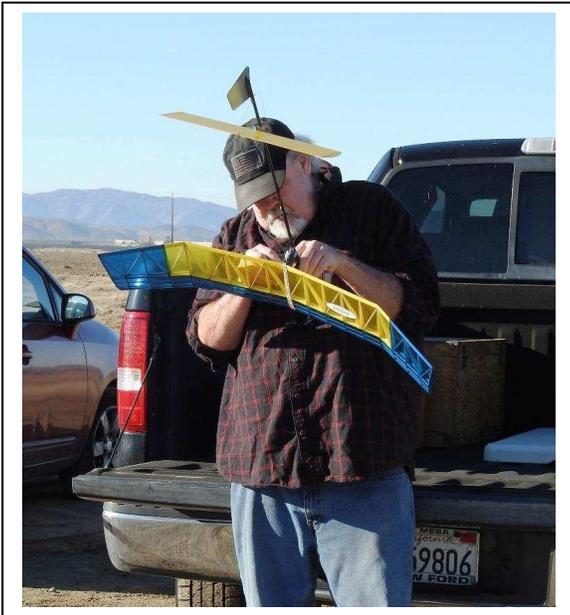
2021 - David Wade



2021 - Don Bartick



2021 - Flight Line →



2021 – Greg Hutchison



2021 - Jeff Carman



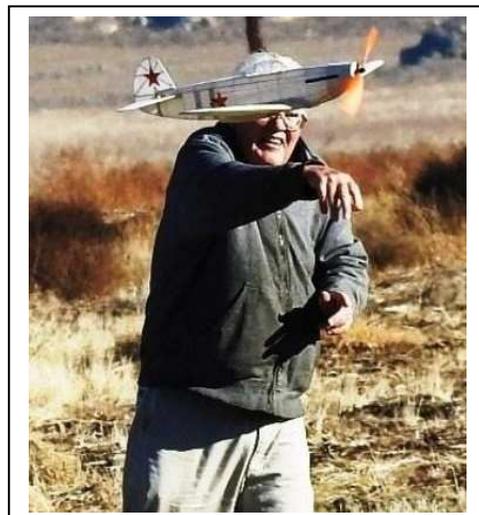
2021 - Linda Piazza



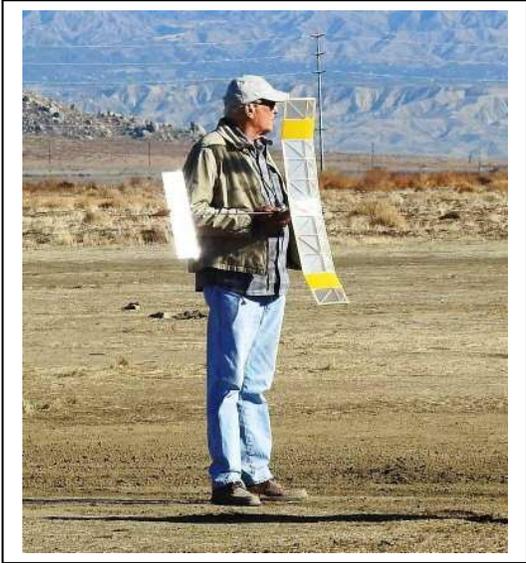
2021 - Mark Chomyn



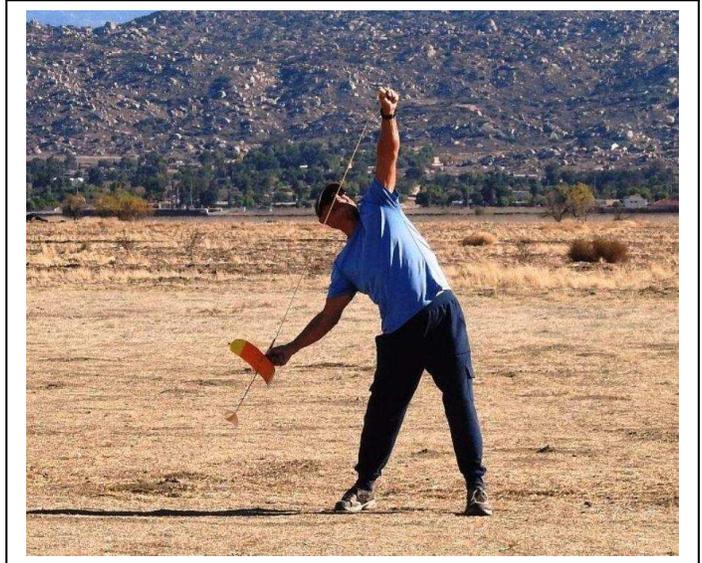
2021 - Mike Jester



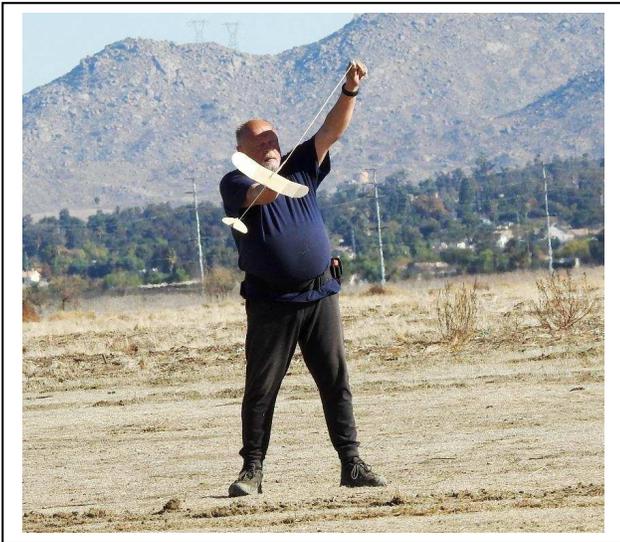
Mike Mulligan →



2021 - Mike Pykelny



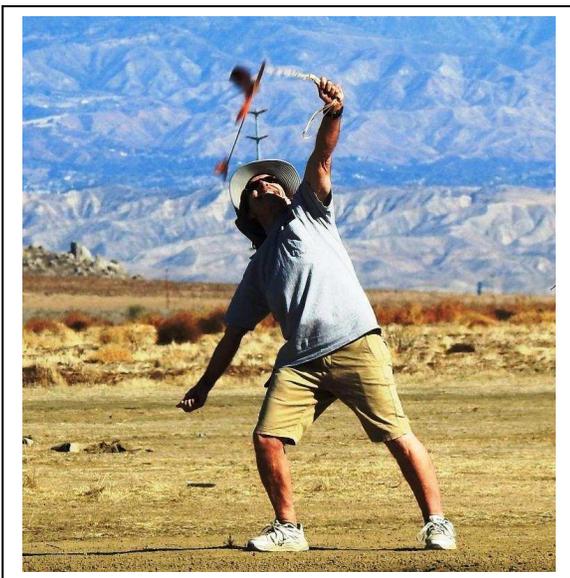
2021 - Tim Batiuk



2021 - Stan Buddenbohm



2021 - Don Bartick



2021 - Chris Rec



2021 - Lost Hills Flight Line

SAN VALEERS 73rd ANNUAL & 39th ANNUAL 7 ROUNDER

April 8,9, &10th 2021 - LOST HILLS, CA.

AMA Sanction TBD

A NFFS NATIONAL CUP, AMERICAS CUP & AMA AA SANCTIONED CONTEST

SCAMPS contest same weekend with SCAMPS CD Dan Heinrich (909) 593-5789

AMA CAT II & NOSTALGIA CAT II** (WEATHER PERMITTING)

All AMA and Nostalgia events may be flown any day but must finish all flights on the same day for each entry

1/2A GAS	1/2A Nostalgia
A GAS	A Nostalgia
B GAS	B-C Nostalgia
C-D GAS	Nostalgia Rubber combined
SUPER D GAS	1/2A Golden Age
E-36	P-30, HLG, & Catapult

F1A NORDIC - FIB WAKEFIELD - F1C/F1P POWER- F1Q SATURDAY 8 AM TO 3 PM (7 rounds)

1st Round at 8am, F1A, B, C, P, Q 240 secs. All other rounds 180 secs. Flyoff begins at 4:00pm

F1G – F1H – F1S - F1J SUNDAY 8 AM TO 11:45 Tie breaker flyoff to the ground 7:30 to 8:00 am. Standard (5 rounds 45 minutes long starting at 8:00 am, 120 sec maxes) 2 FO flights starting at 1:00 pm. If tied after 5 flights and 2 FO flights then tie breaker flight determines winner.

VINTAGE Wakefield

FRIDAY 8:00 am-1:00pm (5 1hr rounds) All flights 180 secs flyoff at 2:00pm

VINTAGE FAI

SATURDAY 8:00 am-1:00pm (5 1hr rounds) All flights 180 secs flyoff at 2:00pm

HUNTER MEMORIAL SUNDAY MORNING(weather permitting)-Sponsored by Mike Thompson

RULES: Any gas free flight airplane. 11 second VTO, 9 second H.L. Highest single flight time (no max) Starts Sunday at sunrise with 1 hr window (start time announced). Entry fee (\$1.00 per flight)

****NOSTALGIA** per latest rulebook except motor runs which shall be 10 sec HL, 13 sec VTO for 1st 3 flights, 7sec HL & 9 secs VTO on flight 4 and all additional flyoff flights. Classes scored separately for National Cup but awards given for 1/2A Nostalgia, A Nostalgia, & B-C Nostalgia.

1/2A GOLDEN AGE 1/2 A Models from 1957 to 1969 Engines:TD OR HH .049/.051, motor runs same as Nostalgia

MERCHANDISE AWARDS (engines, kits, fuel, wood, \$\$\$, etc)

Raffle PrizeTBD" donated by TBD (1 ticket for each event entered, or \$3 ea, or \$5 for 2, or \$10 for 5)

AMA/NOST CD: Rob Cobb (818) 235-4641(text only) FAI CD: Mike Thompson (805) 404-6173

AMA & Nostalgia: 1st event: \$10.00, Additional events: \$5.00 per event or \$35 unlimited entry, JRS FREE, FAI events: 1st event \$20 and additional events \$10.

"JUST BRING YOUR MODELS AND SLEEPING BAG AND HAVE FUN"

San Diego Orbiteers

Flying Schedule 2022

Taibi Field Perris, Ca

<u>Primary Date</u>	<u>Rain Date</u>	<u>Event</u>
January 23	January 30	P-30/Glider/Power
February 20	February 27	Coupe/Glider/Power
March 20	March 27	OT/NOS Rubber/Glider/Power
April 10	April 24	P-30 Oldenkamp Memorial One Design Event
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 (Dates to be announced)		Free Flight Champions Lost Hills, Ca
September 11	September 25	P30/Glider/Power
October 16	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



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

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johnhutchison1@cox.net

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johnrmerrill@yahoo.com

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hlhaupt1033@att.net

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

Mike Jester(775) 831-8303
michaeljester@gmail.com

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

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

ORBITEER TASK LEADERS

Competition Director and Score Keeper

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

Banquet and Social Activity Coordinator

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

Safety Officer & Field Marshall

Open Position(xxx) xxx-xxxx
yourname@volunteer

Web Master

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

Newsletter Editor / Membership 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

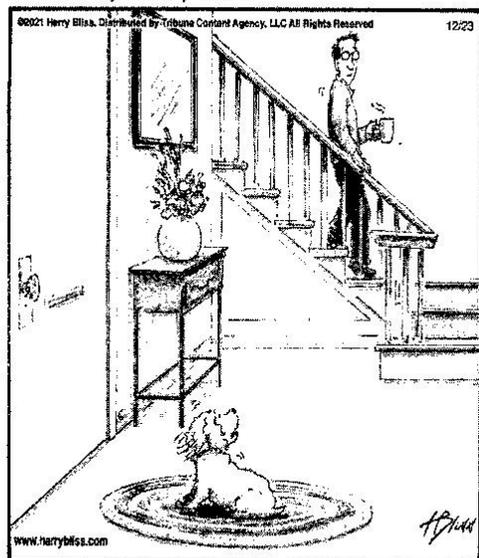
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ORBITEER WEB SITE

www.SanDiegoOrbiters.com

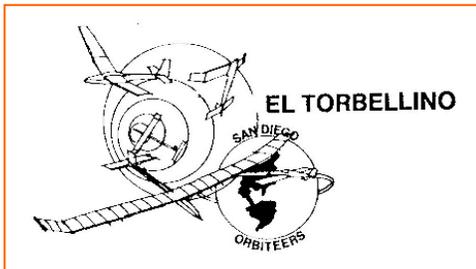
Webmaster: Kathy McLaughlin

Bliss by Harry Bliss



"You're home?! I've been waiting here like an idiot for over an hour!"

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



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Page 2 – Arline Bartick
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SUBMISSION CREDITS:
Mark Chomyn
Mike Jester
John Merrill
Don Bartick
Mike Pykelny

WHAT'S HAPPENING - JANUARY 2022

January 23 San Diego Orbiteer Outdoor Monthly (Rain date: 1/30/22)
Taibi Flying Field, Perris CA, 8:00 am.
Events: **P-30 / Glider / Power**