

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB

JUNE 2018



The Prez's Corner – Don Bartick

The 2018 Dual-clubs FF Bonanza is now in the can. Look for the contest report in this ET. Mike Pykelny and Linda Piazza had 60th Annual shirts made for the contest. Some stock was presold to club members. The balance was easily sold at the contest. As I understand, the shirts are now sold out. The club made a small profit. Always a good thing. The Board of Directors met June 10th to get back on the quarterly schedule. Look for the Minutes of the meeting in this ET. We are getting a small surge in membership. The latest to join us is Gary Nichols. He will be participating in Outdoor and Indoor events. Please welcome him when you see him.

As I mentioned last month, we will be receiving the total collection of Harry Steinmetz's FF material. Arrangements have been made to move the collection to John Hutchison's home in Santee and placed in a POD. Once relocated, we will schedule times for the Orbiteers membership to view and hopefully purchase some, if not all of the collection. There are kits, finished planes, parts of planes, engines, balsa, etc., etc. All proceeds will be split up and go to the Orbiteers and Scale Staffel's coffers.

The next big contest at Lost Hills will be the US FF Championship. Look for Flyer in this ET.

For the good of the order, our Merlot and Cabernet Sauvignon wines each received Silver Medals at the San Diego County/Lum Eisenman Wine competition.

I am very sad to report that Scale Staffel's William Scott lost his wife June 15th. Only 51 years old, she succumbed to a series of strokes as I understand. Our heartfelt condolences go out to William and his family. A Memorial service will be held July 7th at the

Our Lady of Grace Catholic Church in El Cajon starting at 11am.

That's a wrap for now.

Remember: "When you aim for perfection, you find out it is a moving target."

-George Fisher

2018 OUTDOOR FLYING SCHEDULE

All are AMA Sanctioned & National Cup Events

June 24 - **Old Time Nostalgia Rubber**
E36/Power & HL/Catapult Glider
(No rain date)

July - No Club Outdoor Contest

August - No Club Outdoor Contest

2018 INDOOR FLYING SCHEDULE

July 1 - A-6 & Phantom Flash*

Aug 5 - Lmt. Penny Plane & No-Cal*

Sept 2 - P-18 & Embryo*

Oct 7 - A-6 & Phantom Flash*



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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.

ORBITEER WEB SITE

www.SanDiegoOrbiteers.com

Webmaster: Kathy McLaughlin



M.Chomyn with Coupe - A.Bartick Photo

San Diego Orbiteers board of Trustees meeting.

June 13, 2018

Held at the home of John Hutchison and Kathleen McLaughlin, with a total of 7 in attendance. Those present included our hosts, Don and Arline Bartick, Mike Pykelny, Mark Chomyn, and John Merrill.

Many thanks to John and Kathy for the great Mexican feast!

The meeting was called to order at 7:00p.m.



Minutes of the last meeting were approved as published in the previous E.T. Secretary's note: a big thank you to Mark Chomyn, and Mike Jester, both of whom filled in nicely the last two meetings and took wonderful minutes of the meetings in John Merrill's absence.

Treasurer's Report – discussed and approved as provided to the board members. We all thank Howard Haupt for doing not only a great job with editing the E.T., but also in keeping up with the club finances. Membership Report- we have recently signed on new member Gary Nichols. Welcome Gary!

Old Business:

Membership Campaign – Discount Hobbies in Kearny Mesa was given more of our flyers by Mike Pykelny. He tried to take some up to their new store in north county, but the store wasn't quite set up and ready for them yet. They are now the only two stores in San Diego county that carry free-flight stuff.

Potential soccer field for free flight – George Mansfield is still working on it, but he has been reported to be in less-than ideal healthy recently. Get better George!

60th Anniversary T-shirts – Mike Pykelny reported that all the shirts that were ordered are sold. A few are yet to be distributed to those that pre-ordered.

Recommendations for 1 additional board member- none so far.
Any volunteers? It's only a 4 day per year commitment, not hard at all!

New Business:

Harry Steinmetz FF supplies, planes, kits, and tools – Don and John are coordinating with Harry's son to rent a truck and go pick up the items. Once all is collected, sorted, priced, arranged, etc. there will be a sale open to all members. We are all saddened that Harry is no longer able to continue modeling, as he was a master, and true innovator of our hobby.

Open for New Business- no new business brought forth.

Schedule next board meeting- Mike Pykelny will host the next meeting on Wednesday, Sept. 12th. The current rotation is Hutchison, Chomyn, Pykelny, Bartick, Merrill, and Jester.

Contest Reports – Mike Pykelny said the next contest is Sunday, June 24th, and Nostalgia is the featured event. Power and glider will also be flown. Also at that contest only, Stan B. Has made an incredible offer: donate \$20.00 to the club, and you get one of his pre-built, ready to fly catapult gliders! This is a very generous offer, and very much appreciated!

Don Bartick reported that he attended the San Valeers America's Cup contest. He said it had a great turn-out, and very good weather. Don also talked about the Dual-club contest. It also had good weather, and all really enjoyed the ice cream social. There were 34 entrants, not too bad. FAI fliers were there as well, which boosted attendance. Don said he is going to petition to have future Dual-Club contests be an America's Cup event.

John Hutchison said the monthly indoor contest held at Grossmont College is gaining in popularity. He went on to report on the recent Scale Staffel two-day contest. He said it was a great contest, and it also had good weather. The next, and final contest for the year will be in November.

Good of the Order – Don Bartick is now the Chairman of the San Diego County Laum Eisenman wine competition. Recently there were 113 entries and 12 judges. Don and Arline were also recently interviewed by the San Diego/East County magazine. It is a free, all digital magazine, so check that out soon. After a little more informal, friendly camaraderie, the meeting was adjourned somewhere around 8:40.

Respectfully submitted by John R. Merrill, occasional secretary.

2018 DUAL-CLUBS FREE FLIGHT BONANZA - Photos by Arline Bartick



Results of the Dual Clubs Free Flight Bonanza

A National Cup Event

May 19-20, 2018 LOST HILLS, CA

Don Bartick, San Diego Orbiteers, Contest Director

Doss Porter., Fresno GMC Contest Official

The Dual Club Free Flight Bonanza is the joint annuals for the San Diego Orbiteers and Fresno Gas Model Clubs. This was the 60th and 79th annuals respectively for the clubs. Having dual club participation in waning attendance significantly reduces the overhead cost to put on a successful event. It has worked well over the past 17 years. We had wonderful weather throughout the contest including the day before used for practice. Temperature on the field went from the mid 50's to mid 80's for each of the 2 contest days..

The scheduled Saturday noontime 1-hour break from flying for lunch and the now famous Ice Cream Social at the end of the break continues to be a favorite. Leftover ice cream and condiments are giving to the local Lost Hills Fire Department. The tradition of having a Saturday night potluck feast drew a lot of folks. It's a fun way to end the first day. Furthermore, the quality of food is outstanding. No way could you go away hungry. Dan Heinrich, is the organizer and the main course of sirloin hamburgers and hotdogs were grilled to perfection. Participants are asked to bring a side dish. Orbiteers Linda Piazza had a special sheet cake made to commemorate the Orbiteers 60th Annual. There was no end to the food.

We planned for an attendance of 35 and had 34. This was broken down to 31 Sr/Open and 3 Juniors. Several regulars were missing do the health and conflicting events. But we did some new faces that were encouraging. The hobby still has some life.

Bill Booth organized a FAI F1B event. It drew 7 contestant that made it the most contested event at the contest. The Dual-clubs will be partitioning to add America Cup status for next year. This would greatly enhance participation.

The Fresno GMC brought a good amount of merchandise for their drawing. Every event entry that the Fresno club sponsored was given a raffle ticket (up to 3).

Special thanks to Arline Bartick and Linda Piazza who spent a great deal of time at the CD table registering folks and recording times. I can't express more gratitude for their help. This gave me an opportunity to participate in the competition. Arline also handled the camera duty. She has honed her action shots to perfection. Some shots are as far away as 100 feet. Furthermore, she culls out individual shots of flyers and shares the pictures with them via email. Their response has been terrific.

Highlight of the contest: The most contested AMA events this year were A gas(5)-Jeff Carman: Gold, C/D gas(5)-Jeff Carman: Gold, 1/2A gas(4)-Jim Kelley: Gold, The Nostalgia events this year were well down in participation. Not one event had more than 2 entries. Same was true with Old Time and Texaco events. FAI, F1B(7)-Bill Booth: Gold.

Until next year, have many delightful FF moments. *Don Bartick, Ramona, CA*

For the record



DAWN P-30 MASS LAUNCH (4)

1	Glen Schneider	216
2	Clint Brooks	175
3	Don Bartick	137

P-30 (2)

1	Clint Brooks	360
2	Don Bartick	319

P-30 Junior (2)

1	Tristan Mayer	121
2	MasonMayor	116

½ A Gas (4)

1	Jim Kelly	540
2	Stan Kelly	403
3	Jim Kruse	398

A Gas (45)

1	Jeff Carman	1379
2	Ron Thomas	519
3	Jim Kelly	509

B Gas (3)

1	Ron Thomas	1047
2	Al Heinrich	647
3	Jerry Hall	498

C/D Gas (5)

1	Jeff Carman	1250
2	Jerry Hall	1187
3	Ron Thomas	510

Catapult Glider (2)

1	Tim Batiuk	360
2	Lee Hines	278

Catapult Glider, Jr. (1)

1	Tristan Mayer	72
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Hand Launch Glider (1)

1	Tim Batiuk	400
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Vintage FAI (2)

1	Jerry Rocha	878
2	Glen Schneider	857

F1B Power (7)

1	Bill Booth	1260
2	Walt Ghio	1249
3	Larry Norvall	1229

F1Q/A-B Comb (3)

1	Lee Hines	373
2	Clint Brooks	360
3	Mike Pykelny	293

E-36(2)

1	Clint Brooks	473
2	Lee Hines	332

F1G (1))

1	Mike Pykelny	600
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½ A Golden Age(1)

1	Stan Kelly	465
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½ A Early Nostalgia (2)

1	Jerry Rocha	478
2	Glen Schneider	470

½ A Nostalgia (2)

1	Jerry Rocha	482
2	Glen Schneider	430

A Nostalgia (1)

1	Don McNamee	180
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B Nostalgia (1)

1	Don McNamee	487
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C Nostalgia (2)

1	Ron Thomas	696
2	Don McNamee	291

½ A Texaco (2)

1	Bud Romak	10:25
2	Matt Kruse	6:00

Texaco(1)

1	Brad Levine	9:11
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Lg. OT Rubber Stick (1)

1	Bud Romak	360
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OT A Pylon (2)

1	Carl Redlin	520
2	Al Heinrich	396

OT B/C Pylon (2)

1	Al Heinrich	835
2	Carl Redlin	180

OT A Fuselage (1)

1	Bud Romak	957
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OT B-C Fuselage (2)

1	Al Heinrich	835
2	Carl Redlin	180

Gollywock Mass Launch (2)

1	Mike Mayea	120
2	Bud Romak	4

Twin Pusher Mass Launch (2)

1	Carl Redlin	385
2	Dan Heinrich	155

Bill Booth Sr. Memorial (5)

1	Bud Romak	957
2	Al Heinrich	835
3	Carl Redlin	520



Tim Batiuk



Don Bartick

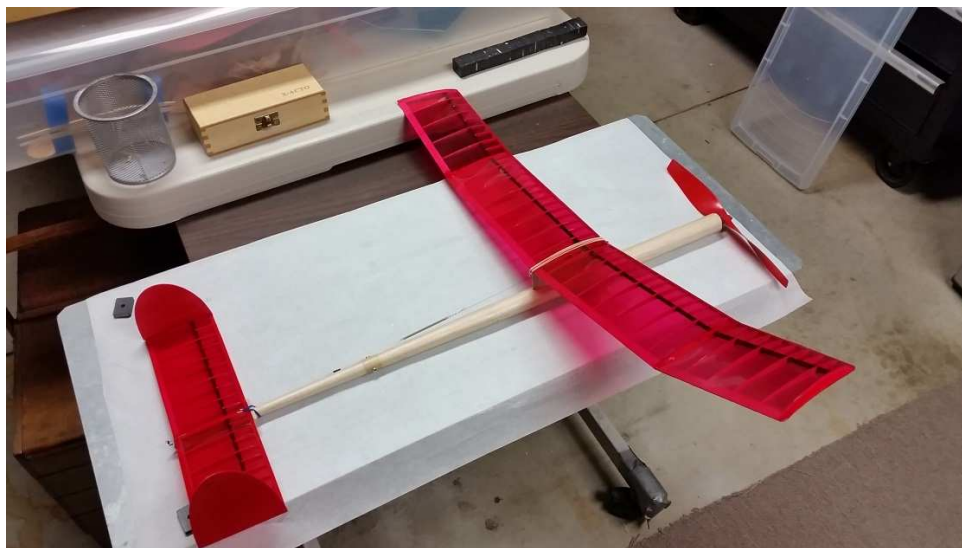
Photos by
A.Bartick

Loading Rubber Motors When You Have No Viewing Window



By Mike Jester

It is pretty easy to load a rubber motor into a model when the fuselage has a window that allows you to easily insert the motor peg through the clevis of the stuffer stick by observing their relative locations and moving the clevis around. However, many models have no such window. Worse, as in the case of my Bob White P-30, the motor extends into a narrow tail boom and the stuffer stick must have a very narrow clevis. I have wasted valuable time at the flying field fumbling with the motor peg trying to get it through the clevis.

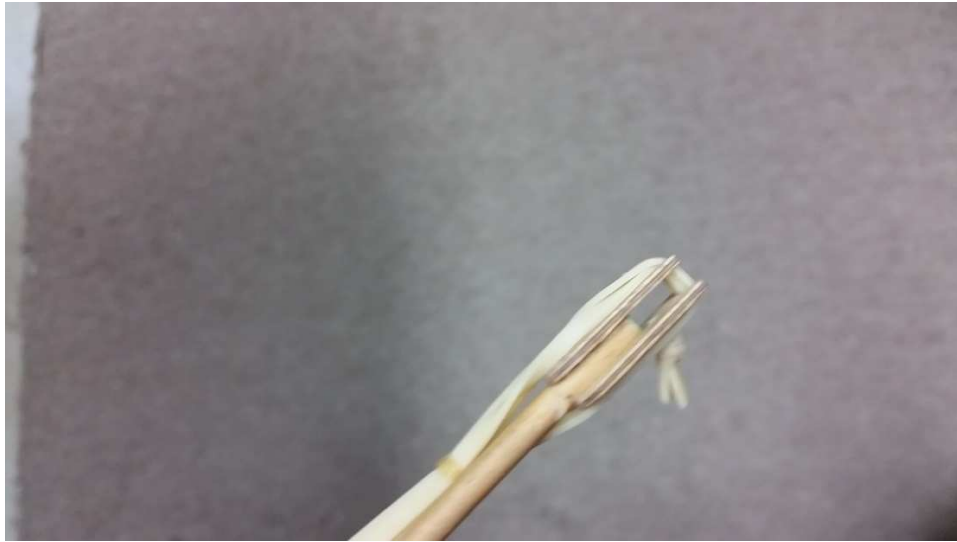


Bob White P-30



Motor Peg Partially Inserted In Narrow Tail Boom





Stuffer Stick Clevis Holding Rubber Motor

John Swain showed me a trick at our Perris flying field that makes it much easier to insert the motor peg in this situation. First insert the long leg of a small Allen Wrench through the clevis. The small diameter of the Allen Wrench greatly facilitates locating and piercing the opening in the clevis.



Insertion of Allen Wrench Through Stuffer Stick Clevis

Then slide the hollow motor peg over the long leg of the Allen wrench and work it through the rubber motor and into final position in the fuselage or tail boom. Once you have done this, remove the Allen Wrench from the motor peg.





Hollow Motor Peg Being Slid Over Allen Wrench

You can make the job even easier by gluing a small dowel at a ninety degree angle in a hole drilled a little forward of where you grab the stuffer stick. This small dowel should be located so that when it engages the front end of the fuselage, it acts as a stop and places the clevis at exactly the correct longitudinal position for receiving the motor peg. It is preferable that the small dowel extend parallel with the planar pieces of wood that form the clevis so that the dowel can be used as a visual guide. Then you rotate the stuffer stick to place the dowel in the 3 o'clock position and the clevis will be oriented so that it is ready to receive the motor peg. If a Crocket hook is connected to the forward end of the rubber motor it can be slid over the small dowel which also acts as a holder.



Stuffer Stick with Crocket Hook Slid Over Its Stop





Stop Engaging Front End of Fuselage

A great deal of enjoyment and success in the free flight hobby comes from learning lots of little tricks that make tasks easier and quicker to accomplish. Many of these tricks can be learned with a simple demonstration at the field but are not so easy to describe in writing.

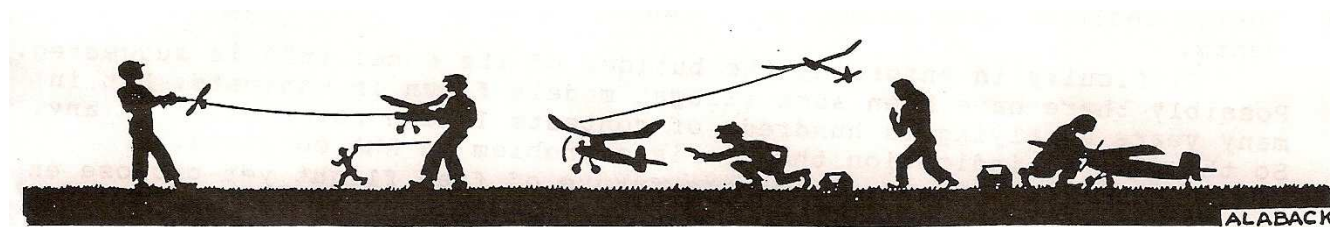


San Diego Orbiteers - Outdoor Contest Results - May 27, 2018 - Perris, CA

Coupe (F1G)

<u>Flier</u>	<u>Total of 3 flights</u>			<u>Total</u>	<u>Rank</u>
Greg Hutchinson	120	120	120	360	1
Stan Buddenbohm	95	63	120	278	2
Mike Jester	74	69	120	263	3
Mike Pykelny	69	72	112	253	4
John Hutchison	56	69	120	245	5
Clint Brooks ⁱ	117	120	DNF	237	6

No fliers chose to officially fly in either the Power event or the Glider event.





Flight Line: Don Brent in foreground



Steve Shepersky



Greg Hutchison



Stan Buddenbohm



John Hutchison

ORBITEERS – Indoor Contest Results June 3, 2018

P-18

<u>Flier</u>	<u>Best 2 of 5 flights</u>	
Don Brent	118	118
Steve Shepersky	110	104
Stan Buddenbohm	99	104
Mike Jester	96	98
Don Bartick	87	98
Greg Hutchison	80	72
Richard Wood	40	DNF

Photos by Arline Bartick

<u>Total</u>	<u>Rank</u>
236	1
214	2
203	3
194	4
185	5
152	6

Scale Staffel - Indoor Contest Results - June 3, 2018

Embryo

<u>Flier</u>	<u>model</u>	<u>3 flights</u>			<u>Total</u>	<u>Rank</u>
Stan Buddenbohm ⁱⁱ	custom	51	91	92	234	1
John Hutchison	Prairie Bird	51	52	32	135	2
Walter Ainslie	Prairie Bird	52	28	52	132	3
Greg Hutchison	Pacific Ace	31	39	35	105	4
Richard Wood	DNF					



INSIDE BUSINESS AVIATION

WILLIAM GARVEY

LOU CHURCHVILLE REMEMBERS

well his checkout in the PC-6 Turbo Porter. "I knew that it was going to be dramatic," he recalls years later, "because the flight instructor was kind of fidgety."

They were cruising at 8,000 ft. over France, readying for a "beta" descent to landing. The procedure called for approaching the runway touchdown zone at a 45-deg. angle, slowing to 75 kt., and as the numbers disappeared under the nose, selecting 100% on the propeller, deploying flaps, retarding the power lever to the stop, thereby reversing the pitch on the prop tips—creating a giant air brake. At that point, he had to push the nose down to maintain the 75 kt.—delivering a front-seat view that seemed nearly straight down but was probably 45-deg. nose down—while simultaneously turning left to the runway heading. The vertical speed indicator registered its maximum 4,000 fpm, but Churchville estimates that the descent rate was more like 6,000+ fpm.

"The sensation was like balancing the aircraft on its nose, and it could go over," he says.

Done properly, at about 30 deg. from the runway heading, the threshold and runway seem to be almost a straight line running up the center of the windshield. Then, roll out on heading and bring the nose up to a three-point landing attitude as the wheels touch. Roll out is about 300 ft.

"Not very many airplanes can do what the Porter does," Churchville says, admiringly.

Manufactured by Pilatus Aircraft in Stans, Switzerland, the Porter is a native son. Its good slow-flight handling, short-takeoff-and-landing capability and steep, 1,000-fpm climb-out were deemed necessary attributes for alpine operations. Moreover, its rugged but simple construction, durability, maintainability and Swiss precision helped gain it and its maker worldwide fame.

The aircraft's absence of a nosewheel, its high-clearance, shock-absorbing landing gear, high wing and sliding doors make it ideal for bush and rough field operations. It can be quickly changed from passenger carriage to cargo hauling. It operates in deserts and, with skis, onto glaciers. It is a surveillance, photo and parajumper platform. It is an air ambulance. Air America used it for covert operations in Southeast Asia. It serves with the Austrian and Swiss air forces as well with as the South African Police Service.

Churchville's checkout was in preparation for a cropdusting assignment with Ciba-Pilatus Ltd. in the cotton- and milo-rich Gezira region of central Sudan. There, he and fellow expats would alternately use the aircraft to transport equipment, people and supplies to their remote base, and then swap out seats for a 300-gal. tank, dispensing lines and nozzles under the wings, and go kill grain-attacking pests.

Over the past six decades, Pilatus says nearly 600 Porters were delivered, most out of Stans, although Fairchild-Hiller built about 90 of them under license in the U.S. Initially, the aircraft was powered by a piston engine until being supplanted by Turbo

meca's Astazou turbo-prop, but that proved problematic. Fairchild fitted its machines with the Garrett TPE331 engine, but the Pratt & Whitney Canada PT6 has by far been the engine of choice, powering approximately 425 Porters, some of which were refitted with it.

The PT6 is a Pilatus favorite, also powering its military trainers and the PC-12 high-performance passenger and utility civilian models

with more than 1,500 delivered. That aircraft is now joined by the PC-24 utility twinjet, the first turboprop model offered by Pilatus. And that lineup seems to mark the end of the line for the Porter.

Demand for the \$1.9 million (instrumented) workhorse has slowed considerably, with just 52 delivered over the past decade. Last summer, Pilatus Chairman Oscar J. Schwenk acknowledged that the Porter has "earned us fame and recognition worldwide," but noted that "every product has a life cycle which must come to an end sooner or later. That moment has arrived for the PC-6."

Accordingly, the company will cease accepting orders this summer, and the final Porter will roll off the line in early 2019. The company says it will continue making parts to support the existing fleet for at least 20 years. That is reassuring, since Porters can last a long time. The fourth one—built in 1959—is still in operation with Icarius SAR of France.

The production knell has sounded for one of aviation's most iconic and versatile aircraft. One, Churchville attests, that when flown in beta down the side of Mount Pilatus provides its pilot with "a metaphysical experience." ☺

William Garvey is Editor-in-Chief of Business & Commercial Aviation

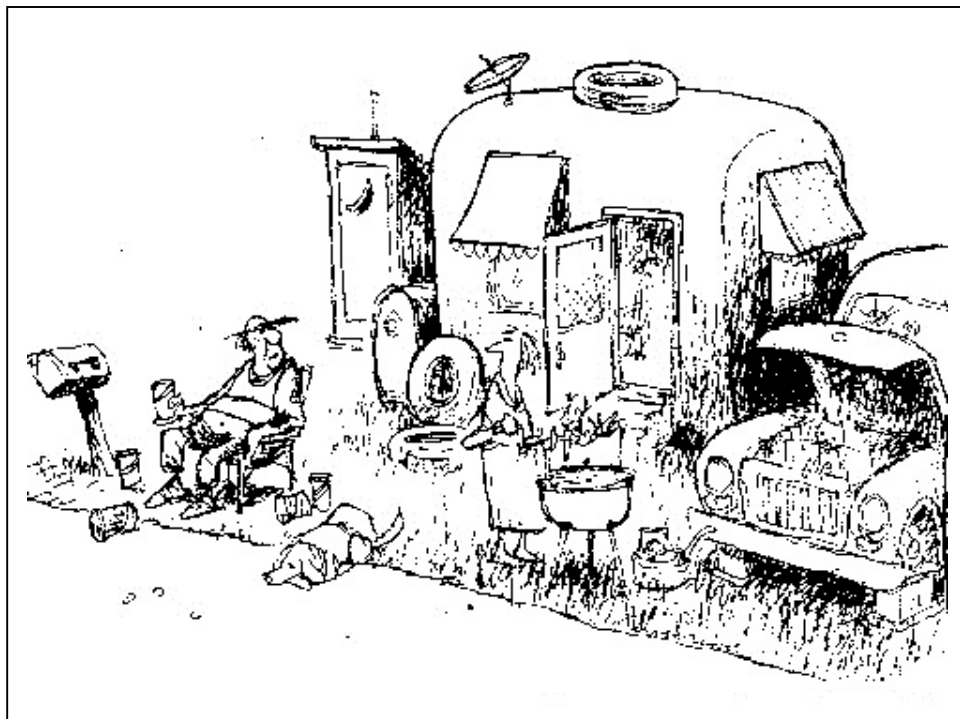
Native 'Sonset'

A winged mountain climber



Pilatus PC-6 Porter

PILATUS AIRCRAFT



Say, think the El Torbellino will arrive today?

WHAT'S HAPPENING -

July / 2018

-
- July 1 - **Indoor Flying**
Grossmont College (Upper Gym), 7:30 am to 11:30 am.
Feature Events: **A-6 & Phantom Flash***
- July - No Club Outdoor Contest

ⁱ Clint's coupe flew OOS on his second official flight and was not recovered. It was last seen flying toward Hemet.

ⁱⁱ Non-FAC member (Footnotes for Outdoor and Indoor results above) (Ed note: Mystery formatting from Word)