

EL TORBELLINO

NEWSLETTER OF SAN DIEGO ORBITEERS FREE FLIGHT CLUB



SEPTMEBER 2024

Chairman's Corner – Mark Chomyn

The summer heat has finally hit the coast with temperatures at the beach hitting 89 degrees. I'm sure I'm preaching to the choir to those of you who live inland and have seen temperatures in the 100 degree range. For those of you who may be doing some flying in Perris now that the field got a mowing, you are indeed brave souls. Looking at the weather stats, flying from 6AM to 9AM at Perris gets you temperatures in the low 70s to the mid-70s and that's bearable. But that would mean that my one-hour drive to Perris would need to start at 5AM and typically I'm still half asleep at that time. So, I'll wait for the cool down that's predicted as we move toward mid-September and hope that the cooling trend holds out for our September 22 monthly with an 8AM start time.

The September 22 monthly will feature Old Time/Nostalgia Rubber, Glider (HL, CL and Tow) and Power (Electric and Gas). Be on the lookout for an email from Mike Pykelny regarding the monthly contest. I've got a 1932 Gordon Light Wakefield (pictured) and an Ace Whitman Albatross in the garage gathering dust. I'll give them a quick dust off and fresh motors for the contest. They both fly on 3/16" rubber and I haven't purchased rubber in a while, so I hope there's enough left in F.A.I. rubber box for two new motors. Hope to see you in Perris on the 22nd.



As for other contests of note, the Scale Staffel of San Diego is holding a two-day contest Sept. 28-29 at the field in Perris. William Scott is the contest organizer (among many other tasks) for the event. William sent out the contest flyer via email to over 80 flyers on August 25 so check your email inbox. I'm not going to list all the events in this column but there are 4 mass launches and five other event categories. If you're an FAC flyer you've got an event to fly. See you there. Though it will probably be over at the time you read this, the US Free Flight Champs will be held at Lost Hills from Sept. 13-15. The event includes nostalgia rubber, large and small stick and cabin rubber and Jimmie Allen. Thermals to all who make the trip to Lost Hills.

If you are an Orbiteer, a member of the Scale Staffel of San Diego and have attended their two-day contests in Otay or Perris then you probably know and remember John Hutchison. John was a longtime member of the Orbiteers and along with his wife Kathy was the heartbeat of Scale Staffel/FAC flying for many years. What better way to remember John than to attend the John Hutchison Memorial on October 25-27 in Buckeye, Arizona. There are eighteen different events scheduled over those three days. So, why not use the Sept. 28-29 Scale Staffel two-day as a "tune up" for the Hutchison Memorial in October.

The search goes on for both indoor and outdoor flying sites. We got a heads up about a new campus building at Mira Costa College in Oceanside. The new building is a combination

Kinesiology, Health & Nutrition and Gymnasium Complex. The club will look into the possible use of the gym for indoor flying. For outdoor flying, we're continuing our investigation of some vacant land on Guejito Road about three-miles east of Lake Wolford in Escondido. An initial computer search showed the property owner address as an out of state owner. We will continue the search to see if we can find the property owner's name.

Our house in Encinitas was built in 1983 and does not have A/C (the selling agent said, "Who needs A/C along the coast") and is getting a bit steamy and just typing is causing me to break out in a sweat so I'll sign off. Stay cool if you can.

- Mark

Yes, there's still ample interest in Old Time model aircraft. I am proud to be living in the past.

Don DeLoach, Jan-March 2024 Sam Speaks

FROM THE WORK BENCH - R. Willis

Here are some pics of my Jimmie Allen SPARTAN BOMBER [great flyer. Came in at 63g . Flys on 6 stands of 1/8th X 36" max winds 1850.] and my WW II British Torpedo bomber the Fairey Barracuda..[great flyer with 4 KANONES].... Many Maxes - r



Jimmie Allen SPARTAN BOMBER



WW II British Torpedo bomber the Fairey Barracuda

Tissue for Covering Balsa Wood Model Airplanes

By Mike Jester



Japanese tissue has been used to cover balsa wood model airplanes since the 1920's. It is made of natural fibers indigenous to Japan. The particular Japanese tissue that has long been preferred for covering balsa wood frames is Esaki tissue. It has been favored in our hobby because of its considerable wet strength and light weight. Esaki tissue only weighs about 12 grams per square meter. This tissue is characterized by a readily discernable grain, a shiny side, and a dull side. Shrinking Esaki tissue with a spray of water or isopropyl alcohol adds substantial torsional rigidity to the model. The grain should run spanwise on the wing and stab, and lengthwise on the fuselage for best results. Unfortunately, the manufacture of Esaki tissue was discontinued several years ago. Rule II.C of the PRIMARY RULES of the Flying Aces Club requires that models be covered with "*Japanese or domestic tissue paper, or equivalent. Silk, silkspan and polyspan are OK.*" Therefore, suitable commercially available alternatives to Esaki tissue had to be found. Domestic tissue sold by craft stores can have intriguing colors, however, it is typically relatively heavy and has almost no wet strength. What follows is a description of the viable alternatives to Esaki tissue for covering our balsa wood model airplanes.

Asuka Tissue

This Japanese tissue is currently being sold by Volare Products as a substitute for Esaki tissue. Asuka tissue is slightly heavier at 14 grams per square meter, but otherwise is comparable to Esaki tissue in terms of grain and wet strength. The colors for Asuka tissue being offered by Volare are currently limited to red, orange, yellow, blue and white. You can cover your model with white Asuka tissue and spray it with lightweight Design Master floral spray in the color of your choice. Serious scale modelers paint the white tissue with an air brush. Sometimes they apply colored chalk to white tissue before sealing it with dope or clear Krylon.



Asuka Tissue

Mt. Fuji Tissue

This Japanese tissue is currently being sold by Easy Built Models as a substitute for Esaki tissue. Mt. Fuji tissue is significantly heavier at 18 grams per square meter than Esaki tissue and Asuka tissue, but otherwise is comparable to Esaki tissue in terms of grain and wet strength. Mt. Fuji tissue is offered in a wider range of colors than Asuka tissue sold by Volare Products but covering with the former will give you a slight weight penalty.



Easy Built Lite Tissue

This is a domestic tissue is sold by Easy Built Models as an alternative to Mt. Fuji tissue where weight is less of a concern. It is apparently heavier than Mt. Fuji tissue, despite the use of "Lite" in its brand name. I could not find an exact weight per square meter for Easy Built Lite tissue. It can be applied wet or dry. It has a grain but I also could not find any comments about its wet strength. Easy Built Lite tissue is available in a wide variety of colors. Easy Built Models has sold its Lite tissue for two decades and it has many satisfied customers who have purchased this tissue according to the company's website.



Eze Tissue

This tissue is being sold in the US by Deluxe Materials, a UK company that sells excellent water-based dope, tissue paste, and adhesives for constructing balsa wood model airplanes. Here is what the company's website says about this product:

A specially developed lightweight tissue paper ideal for the construction of lightweight balsawood model aircraft, superior to many other tissues. Features include

exceptionally low weight

high strength to weight ratio

high wet strength

availability in a range of colours.

The paper is designed to be bonded with Deluxe Materials Tissue paste AD60 and subsequently air-proofed with multiple coats of Deluxe Materials Eze Dope BD42.

Supplied in a sheet size 75cm x 50cm wide and a range of colours each pack contains multiple sheets, as shown below, and fully illustrated instructions for use.

Eze Tissue is available in a variety of colors, and in red checker and black checker patterns. I could not find an exact weight per square meter for Eze Tissue.



Mitsumata Tissue and Gifu Tissue

I found this information on the website of Humming Bird Model Products:

Tissue papers for covering model airplanes and other light translucent structures. The basic tissue is white and comes in large sheets (36"x39"). I have two types: Mitsumata - very similar feel and weight to the Esaki tissue of past years and Gifu - like an ultralight model span. A rougher texture with open weave - less than [sic] 9 g/sqm.

Bernard Guest, the proprietor of this business, is a very serious model builder and flier. He would probably only offer the best available tissue. He is also currently offering white Esaki tissue at \$4 per sheet, which he said is from the last available batch.

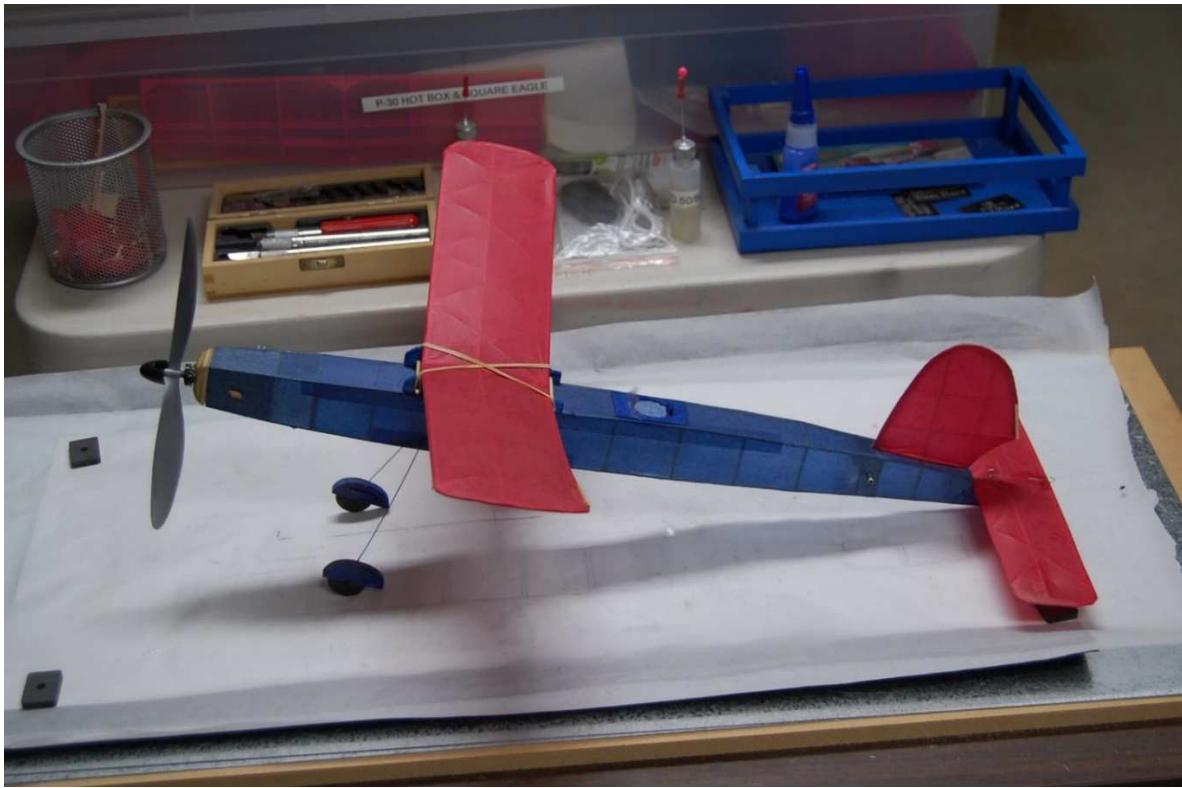
Peck Tissue

In addition to Asuka tissue, Wind-It-Up Enterprises, the successor to the old Peck-Polymers business, offers domestic Peck tissue in a wide variety of colors. There is no indication of its wet strength or grain, and the weight is listed as 3.0 - 3.5 grams for a sheet measuring 15-inches x 20-inches.



In my teenage years, I made a brief ill-fated attempt to build Guillows kits without a mentor. I used whatever tissue came with the kits. Since re-entering the hobby around 2002, I have only covered my balsa wood model airplanes with Esaki tissue, plastic film, or Polyspan. I very much prefer covering with tissue as it is much easier to do than covering with plastic film or Polyspan. Tissue needs to be doped or covered with clear Krylon spray to resist the absorption of moisture from ambient air and landing on wet grass. Plastic film is waterproof but provides little additional torsional rigidity to the framing and it is not legal under the FAC rule quoted above. I only occasionally cover the fuselage of large outdoor sport models with Polyspan to take advantage of its ruggedness. However it is relatively heavy, and it does not like to be adhesively attached, wrap around corners and curves, or shrink to a nice taught covering.

A word of caution is appropriate here. I have purchased tissue that was supposedly Esaki tissue from sources other than those identified above. It was clearly not Esaki tissue as it was weak and had no discernable grain. So be careful when purchasing Esaki tissue on eBay. Except for lightweight indoor models like No-Cals, Peanuts, and Embryos, covering your models with one of the currently available tissues described above will probably not be a serious impediment to their appearance, strength, or flight performance. I hope to eventually run out of my stash of Esaki tissue and switch to one of the commercially available alternative tissues. This will mean that I have continued my dedication to our hobby and the enjoyment that it brings.



Debut Embryo - Mike Jester - Covered with Esaki Tissue - Lost in Tall Grass at Perris, CA



Website Update – Jake Olefsky

In the August 2024 newsletter Don Bartick told the story about how we reclaimed ownership of our website sandiegoorbiteers.com. That was quite an involved process, but we succeeded, and now I am in the process of updating the website. I have already updated the calendar and newsletter pages to have the most recent information, so if you are missing an issue of this newsletter please check there.

I also wanted to invite everyone to join our new Discord chat server. If you are not familiar with Discord, it is an app for your computer or phone that lets you chat with a private group. It's sort of like a group text, only it lets you organize conversations by topic, send private messages and do other useful things. I think this will be a great way for members to keep in touch between contest and form a stronger community. New members (like me) can ask questions and anyone can share FreeFlight news or post photos of their latest build. It will also be a good way to get notified about upcoming contests or scheduling changes, and it will be a way to attract new members. Please consider joining. Here is how:

Step 1: Go here: <https://discord.com/download> or go to the App Store for your device and search for “Discord”.



Step 2: Click the “Download” button that applies to you (Mac, PC, iOS, Android).

Step 3: Install the app and then open it.

Step 4: Create a free account.

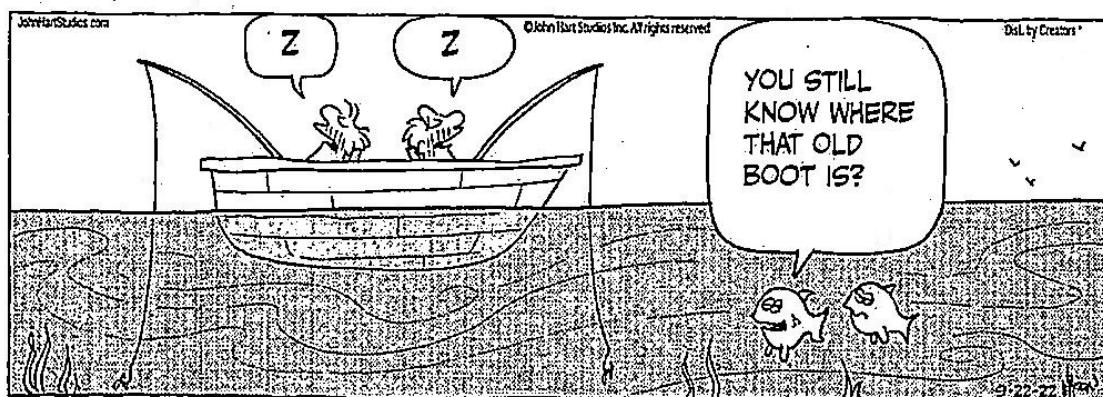
Step 5: Join the private San Diego Orbiteers server by using your phone to scan the QR code to the right, or by visiting this link:
<https://discord.gg/XxCEFYAtAN>

Step 6: Introduce yourself and maybe share something about the last model that you built.

If you have ideas for improving the website, please let me know. I hope to see you around either online or in person at the field.

-Jake

B.C. by Mastroianni & Hart





Outdoor Contest

Date: 9/28 and 9/29

Time: 8 to 11:30 a.m.

Location: Scamps Field in Perris, CA

List of Events

John Hutchison Memorial #3

2x Peanut Scale Contest

Walt Mooney style judging

Total of three flights

John Hutchison Memorial 2x Peanut Scale Contest

Rules: Planes are judged on appearance and awarded bonus points on a scale of 1 to 10. Bonus points are added to the total flight time.

Planes must be hand launched while wearing FAC baseball cap.

Contest Director

William Scott
wscott127@mac.com
(619) 701-2457

Mass Launch

Saturday 8 a.m. Pilot's Meeting
8:30 a.m. WWI Mass Launch Photo
8:35 a.m. WWI Mass Launch
9:30 a.m. WWII Mass Launch Photo
9:35 a.m. WWII Mass Launch

Sunday 8 a.m. Pilot's Meeting
8:30 a.m. Greve/Thompson Mass Launch Photo
8:35 a.m. Greve/Thompson Mass Launch
9:00 a.m. 2x Peanut Mass Launch Photo
9:05 a.m. 2x Peanut Mass Launch

Fly Either Day*

1. Simplified Scale
2. Dime Scale
3. Embryo Endurance (ROG)
4. Golden Aged Combined
5. FAC 2Bit +1 and Jimmy Allen Combined (ROG)

*All flights must be made on the same day.

Fees

\$8 for 1 event
\$3 for each additional event
Maximum \$20

Hotel Accommodations

Studio 6 Suites
480 S. Redlands Ave
Perris, CA 92570
(951) 943-5577

End of Summer Contest

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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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Wildfire Threat Drives European Waterbomber Modernization

- 12 DHC-515s ARE BEING FUNDED BY THE EUROPEAN COMMISSION
- AIRFRAMER IS WAITING FOR 20 ORDERS TO START PRODUCTION

Tony Osborne London

A wave of orders from Europe looks set to enable the restart of production for one of Canada's most famous aviation exports.

In the coming months, six European countries with financial support from the European Commission (EC) are expected to have finalized contracts for 24 De Havilland Canada DHC-515s—a modernized version of the distinctive Canadair, later Bombardier CL-215, family of amphibians.

European air forces and civil protection organizations operate more than half the global fleet of CL-215-family aircraft, most of them turboprop-powered CL-215Ts and CL-415s.

These heavily utilized machines—usually painted in high-visibility red-and-yellow schemes and often known as Canadairs, Super Scoopers or Pelicans—skim rivers, lakes and seas to snorkel up water and then drop it on forest fires across Southern Europe.

Now, with the planned introduction of the DHC-515, the European fleets will be modernized and strengthened as governments face the increased threat of wildfires driven by rising summer temperatures and droughts that have led to the ravagement of forests, farmland and property. Estimates put the damage from such fires in Europe at \$4.1 billion in 2023.

"Forest fires are a growing problem for Europe," an EU official tells Aviation Week. "The fire season is becoming longer and longer, and it is no longer just a Club Med issue but spreading south to north."

Light firefighting aircraft now have been positioned in Germany and Sweden, officials say, a requirement that was "unthinkable three or four years ago."

So far, Croatia, Greece and Spain have placed orders for the DHC-515 to add to their existing fleets of CL-215s, CL-215Ts and CL-415s. Croatia has ordered two DHC-515s, while Greece and Spain have ordered seven each. France, Italy and Portugal are expected to sign contracts soon for another eight aircraft.

"This [acquisition] makes us empowered for firefighting activity in Croatia but also an important regional actor when it is necessary to help other European countries," Croatian Prime Minister Andrej Plenkovic said in announcing his country's DHC-515 order on March 22.

aircraft can be retasked by RescEU if required. However, EU officials note that any decision to deploy the aircraft is taken in conjunction with member states, so aircraft will not be mobilized from a country that needs them at the time. The idea is that the 12-strong fleet can be deployed to three consecutive requests for assistance.

"The nations chose the DHC-515 because they are familiar with the aircraft," the EU official says. "They have the personnel, maintenance [and] spare parts; it is a relationship they wanted to continue."

The DHC-515s are being ordered through government-to-government agreements with the Canadian Com-



TONY OSBORNE/AWST

The arrival of the DHC-515 in Europe will supplement CL-215T and CL-415 aircraft in service with Europe's air forces and civil protection agencies, such as France's Securite Civile.

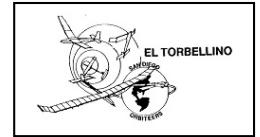
mercial Corp., a Canadian government contracting agency acting on behalf of De Havilland Canada.

Development of the DHC-515 was formally launched in March 2022, following the 2016 purchase of the Canadair portfolio of CL-215 and CL-415 amphibians by Viking Air, which was later renamed to De Havilland Canada.

This new version will feature improved performance and reliability due to a new turboprop engine and new avionics, but the company so far has been tight-lipped on details. De Havilland Canada has begun preproduction activities on the DHC-515, company officials tell Aviation Week. Although orders for 16 of the 24 aircraft are under contract, the OEM is waiting until 20 have been ordered before it signs purchase orders for components from its supply chain to start production.

Deliveries of the new aircraft are expected to commence in late 2027. ☐

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WHAT'S HAPPENING - JULY 2023

September 28-29 Scale Staffel Outdoor Contest
Taibi Flying Field, Perris CA
See enclosed flyer for details

