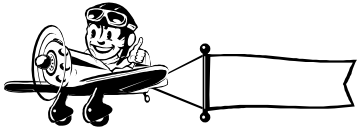




President's Report



General Observations

Lately, I have been receiving compliments about the club and the increase in activities available for everyone. It is true, the club seems to be coming together nicely, and more and more members are showing up and having fun. (There are fun exceptions, of course, like the day **Bill Pence** sacrificed his beloved Pitts Special to the radio gremlins that are sometimes lurking in our atmosphere...now that's *not* fun). However, on average, most of us have been having our fair share of good old-fashioned fun.

I am told that what we are experiencing is called “*synergy*”, which according to Webster, is “the interaction of two or more agents or forces so that their combined effect is greater than the sum of their individual effects”. Huh? What the hell does that mean, you ask!

Well, I think what it means is that we now have several members who have come together as a team working for the good of the club membership in the areas of instruction, field upkeep, and socialized fun activities. Their combined efforts are resulting in lots of activities and improvements and, surprisingly, a big-time reduction of the complaints and conflicts that sometimes occur when boys and their toys don't try to play nice together.

Frequency Compliance

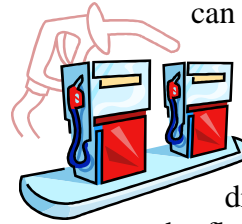
Congratulations to 99.9% of our members for getting with the program and adhering to our frequency management procedures. For the one or two who have difficulty understanding, or who think rules are for everyone else...here's a clue. With the pin firmly attached to, guess what, yeah, **YOUR TRANSMITTER!** Then **THAT transmitter** is authorized to be turned on. However, the same cannot be said for the bill of



your cap, your pants pocket, your flight box, etc. As far as we are concerned, you can turn *them* on any which way you like. So hey...put and keep the damn pin ***ON YOUR TRANSMITTER*** until you are ready to give it up! (Please, and thank you very large).

Fuel Spills

From time to time various forms of liquid get spilled on our beloved asphalt, and some of them can and do cause damage. Well, accidents happen and they cannot be wished or regulated away. So the important thing to remember is to get some floor dry on it to soak it up, then sweep up the floor dry. (You want to sweep it up so we will not suck it up into our engines.) Also, for safety sake, if oil residue is building up on the asphalt where you pit, then do us all a favor and Dry-Floor it. You will find the dry floor in the garbage can in the shelter house. It is convenient to get to, so please, do it when needed.



September Club Meeting

Since the first Monday falls on Labor Day, the club meeting moves to the next Monday, which is September 8, 2003. Meeting starts at 7:00 PM, and your attendance is appreciated, and it is an opportunity to voice your opinions on all the stuff going on with the club this year.



Yo! **Larry Ross!** You are our last surviving charter club member, so get off your duff and come to the meeting...even if only to harass your beloved, adored, and most worshipful and exalted ruler. ☹. (Also, it would be nice if you would bring one of your fancy jets for show and tell. Betcha there are at least three retarded club members who would enjoy eyeballing it. ☺)



Gee, I wonder why no one but my tomcat likes me?

See ya' all at the field...**Bob Groves**



Technical Tip Published by Tower Hobbies

Q: How do I use after run oil?

A: We recommend application through the glow plug hole or through the air inlet. When O.S. states to not put after-run oil into the carb, they are referring to the fuel inlet. If you introduce the oil into the air inlet, you will have no problems.

When you use after-run oil, 2-5 drops are next to useless. You'll need to literally flood the engine with oil, so much, so that the next time you start the engine, it will be difficult. We use at least a 1/2 teaspoon of oil, and sometimes more. A 3 oz bottle of oil lasts about a dozen flying sessions.



Air Show Results!

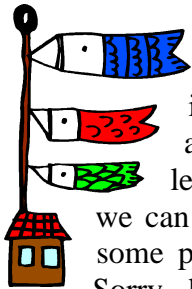
For those of you who didn't make it to the field this past Sunday, well you have missed another great outing. We had several visitors from other clubs bring some planes and fly, it seemed all had a great time, with LOTS of Sun and good eats, and a great announcer too(well good at least, we wouldn't want it to go to his head too much!). Also the guys on the grill did a great job again with fixin lots of good eats! YUMMM The raffle dude Gene was out in force too, and we had several winners of 50/50 drawings, I think all were happy.

I'm wondering where some of the club members were though, it seemed like out of 100 members we had about half or less, are you not reading your news letter??(which would upset me seriously since several people work very hard to get this too you every month). If you can't read it, have someone read it to you !! Or are you just not into having a good time, or flying? You say you didn't have a war bird to fly? Well there was a period of time the field did open for all planes, so you could have flown then. Even though some folks were not flying, and were so-called working, I think I didn't see anyone not having a good time, so I am really wondering where the rest of you were.. Well your loss maybe next time you won't miss the out on the fun.

In addition to lots of spectators we had the Plainfield Fire Department show up, it was great! They brought a couple of cool vehicles with them and yes the Chief was even in attendance! They seemed to have a good time, and we did enjoy having them come, maybe they can come to the next event too if their schedule allows time.

A big special thanks to all who worked, Chief deJours **Dennis Anderson** and **John Pancini**(food comes first!), **Andy Clark**(who was even there testing the PA and getting it ready Friday evening!). **Andy** also had the walkie talkies to help with the observation team communications too. **Joe Hartley** for the great announcing job, **Dan Winship** for the set up of impound and inspection, **Gene**

Anemometer



A special thanks to **Ron Richardson** for preparing and installing the club's new anemometer. **Joe Eckerman** also lent a hand in the installation. Now

we can see how much wind blows before some pilots "chicken out" from flying ☺ Sorry, but you still have to look at the windsock to get wind direction. The anemometer only gives velocity.





Duke Go Raffle Dude a great job once again!,
Doug Fish for coordinating having the fire department show, which was great too!

Well hope to see everyone at the field soon!



Walt



Our Friendly Plainfield Fire Department! Glad they came to the WarBird Fly-in, all had a good time!



Mika and Mike after another great jet fly! Good looking equipment!

Idea Tip!!



Most club members have more than one plane that they deal with on an ongoing basis, but even if your airforce consists of one, this might help you.

With the introduction of new kinds of batteries and even if you have only one set of batteries that you use this will help you. Since I have a very serious case of CRS, I had to find a way to help me remember what I had on the inside of my planes without going through major surgery to find out. How far down in that plane is that battery pack buried? Hummm??? Oh you say not bad, only two levels deep? Wrapped in foam? And plastic inside of that? Can you tell me how old that pack is? How many milliamps it is? What kind of batteries it is made with? You can't!??? Then how do you know what setting to put your charger on? For what kind of battery? And if you say, don't care, I just use the chargers that come with my radio, then,, how old is that pack? Do you really know or just think you know? Do you work with more than one radio? Different frequencies? Do you know what frequency it is for sure without trying different radios? Are you thinking of adding another radio system and frequency to your air force?

Hummm,, have you answered yes or maybe to any of the questions in the above paragraph? Or are you slipping or deep into that CRS pit? Well here is a helper for you!! This works great for me! Take a piece of trim sheet, and with a permanent marker print in a small area what the milliamps of what that battery is, the date it was new, what kind of batteries they are, and of course the radio frequency that it is running on. Also you can put your name, AMA number, address, phone and whatever other info on there that you would like. Cut it out (mine are usually about 2" x 3" in white and stick it on the bottom of the plane! Now you don't have to go digging inside the plane to know what you have in there. Hope this helps you, I know it does me.



Walt



To Finish or Not to Finish? Part Two by Joe Wilkins

Now that you have your project ready for covering, you will have to decide on the type of finishing product to use. "Silk and dope" used to be the most popular process used to cover model and full size aircraft. However, this process faded into the sunset some 20 to 30 years ago. The two products we are going to look at are polyester (fiberglass) and epoxy resins. They are applied in the same manner and both produce great finishes, but they have their own good points and bad ones. Polyester resin requires a catalyst (hardener) to produce the chemical reaction required. Fiberglass resins have been around for many years. It is somewhat sensitive to the amount of catalyst you use. Use too little and it won't "cure" completely and you will have an airplane covered in what sands like hard bubble gum. This also can occur if the catalyst is too old. Use too much and the stuff will harden in the cup before you can get started. If you live in a poorly ventilated home polyester resin will run you out with its fumes. Be ready to provide some forced air ventilation for it until it has completely cured.

Epoxy resin came on the scene about 1985. This is a two-part product. Both parts look the same, but may be in different colored bottles, or one may have a slight tint to it. Follow the mixing instructions provided to make sure you are mixing them at the correct ratio. Some epoxy are mixed 1:1 other 2:1. Some products like the West System comes with metering pump attachments. Zap and Hobby Pox (if they're still in business) also make epoxy finishing resin. The down side to using these resins is the curing time and temperature required. Curing time, 24 to 48 hours. Temperature, 80 to 90 (guestimation) degrees. I found from talking to Larry Ross, who by the way is one of the best fiberglassing experts around, that the epoxy will not flow and cure unless the temperature is sufficient. The good news is I don't believe you can get the

room too hot. I generally do my covering in my paint booth with two small space heaters. The temperature in that room gets way over 90 degrees. Another plus, Epoxy doesn't smell!

So much for products sells. You'll have to make up your own mind as to which products you'll use. As I mentioned before the application of both is the same. Now on to the covering cloth. Fiberglass cloth comes in different weights. For instance 1/2 oz cloth weights 1/2 ounce per square yard. 1 oz weights 1 ounce per square yard etc. Cloth is available in 1/2, 5/8, 1, 1-1/2, 2, 4, and 6 oz. Use the lighter material to cover the areas of the aircraft that takes less stress, for instance the tail surfaces and flying surfaces. The heavier cloth will be used on the fuselage and wing center section.

After you have satisfied your wife (by correcting the surface blemishes) take time to clean your project off. If you have one available, use your air compressor and blow all the dust and chips from inside the aircraft. This may take some time but it will save you headaches later. Then blow off the exterior. Follow this up with a tack cloth. I generally use old bath towels to lay my work on so pieces don't pick up dirt and dust from the building table will I cover. Now your model is ready for covering.

Start with the wing first because you will use most of the cloth here, and you may be able to use some of the scraps on the moving surfaces. Determine the weight cloth you want to use on the center section and the weight cloth for the rest of the wing. For instance, I like to use a strip of 4 oz cloth on the center section (slightly smaller than the fuselage Sides) and 1 oz overlapped in the center. 1 end up with 1 oz cloth on outer wing panels and 6 oz in the center. Some say this is an overkill, but I've never had a wing fold yet. I would recommend a diluted solution of resin for this covering process, because it makes the application process easier and less expensive. You can cut (thin) epoxy resin with denatured alcohol. Cut Polyester resin with acetone. Both are available at your local hardware store.



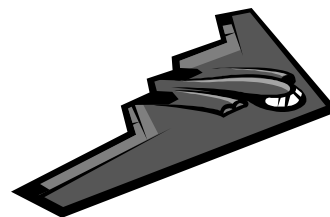
Find yourself a good pair of scissors (your wife can help you with this, or ask some one a Joann Fabrics which one work on fine cloth similar to silk. Start with the bottom of all surfaces. Cut your cloth slightly larger that the piece you are covering. Starting in the middle of the piece using a soft bristle brush, (some people us a squeegee) brush the thinned resin onto and through the cloth toward the edges. Use just enough resin to get the cloth wet. Don't use too much. It's not necessary. All you are doing at this point is adhering the cloth to the wood. Brush the resin to edge but not over the edge. Take your newly purchased scissors (the ones you will get epoxy all over) and trim the cloth around the edges leaving just enough to brush around the leading edge, trailing edge and sides. Use your scissors to put a cut in the cloth at the comers so the cloth can be folded over and overlapped. Look over you work and make sure there are no "puddles" from too much resin or bumps cause by debris. I you find debris under the cloth lift the cloth and remove it. It will not just go away, and it will certainly show up later. Now set it aside to cure. I try to cover pass the centerline of all the edges. That way when I cover the top of the surfaces the seam will be on the bottom. You will use the same method on the entire model. Fiberglass cloth will mold around any comer perfectly. The only problem will be your brush strokes. For instance if you have covered the tail surface and are brushing away from the fillet where the vertical stab meets the horizontal stab, you can pull the cloth away from the fillet with out noticing. So, be careful and check your work before you put it away to cure.

Now we are ready for the finishing coat of resin. This solution will not be thinned. Starting with the bottom of all the surfaces again. Pour a small amount of resin to the center of your piece. Using your brush or squeegee spread the resin evenly over the entire surface. Use just enough to fill the weave of the cloth and no more. **The strength is in the cloth, not the resin.** This is the final application of the resin so let it cure a while longer and don't get in a hurry. After curing you will notice the surfaces

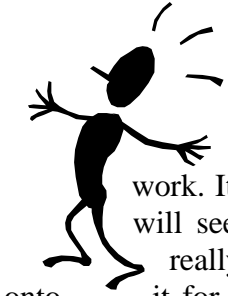
will take on a nice shiny look. Some of you will want to run and grab your favorite spray gun your Krylon spray can and go at it. **Don't!!** Most paint will not adhere to this shiny surface. You'll have to finish after the final curing. You will know when the curing process is complete when you can take 400 grits sand paper and scuff the bottom of one of the surfaces. If the sand paper leaves dust it's ready for sanding. If it sands and rolls up and clogs the paper the curing process isn't complete.

Now that it's cured and you can't wait to sand, (Yea, Right) you have another decision to make. Wet or dry sanding? It makes no difference in the finished product. It's your call. If you don't mind the mess wet sanding works great and leaves no dust to breath or cover the rest of the house. If you work out doors and don't want to deal with the mud created by wet sanding use the paper dry. The purpose of the final sanding is to provide a smooth unblemished surface for painting. Do not over sand through to the cloth. After sanding, do the same thing you did before. Hold everything up to the light and look down the surface. You'll be looking for areas that are still shining are rough. Close your eyes and make the same inspection with your hands. Have your brother-in-law and wife come into the room. Have your wife close her eyes and inspect it. Slap her and blame it on your brother-in-law. Just kidding! After you are satisfied all the imperfection have been dealt with clean everything. You now have a balsa and plywood model completely encased in a hard epoxy shell. I use water as hot as I can stand it to clean my projects, and I clean it several times,

I hope this helps some of you to decide to give this process a try. It's not difficult at all. It just take a little more work and patience, but the end result is really satisfying. Beside, most of us want our labor of love to be unique. Give it a try.



Later, Joe



WOW!!

What a great article! I want to thank Joe for this piece of fine work. It is a reflection of the fine job you will see on his airplanes too! I know I really enjoyed reading it and will hang onto it for a long time to come. It has some valuable information in it! Thanks again Joe!

Walt



Sorry I didn't get this pilot's name, he was from another field and had this good looking plane, and joined in our fun, glad that he was there!



Bob starting his nice T6!!



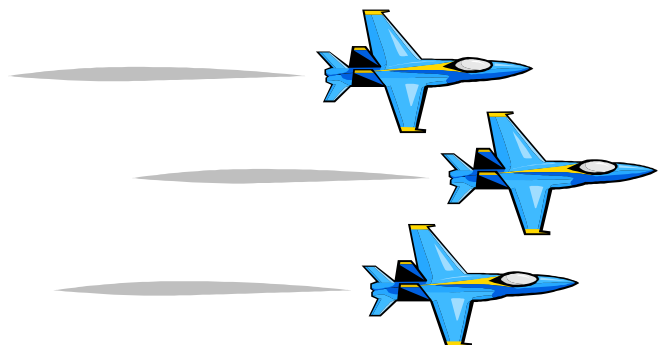
Gene starting his F16, and does it ever fly good! Thanks for the flights Gene!

For these and other great pics, look at the following web site, click the pic to get the bigger size! Thanks to Matt for some really great shots!

<http://www.msclotz.com/home/2003.08.24.airshow/>



Hummm,, Mika's jet doesn't seem to know which side is up!!! Great flying!





New Member Application!

Richard Weddle (Marsha)
9765 N. 750 E.
Brownsburg, In. 46112
AMA 784108 L-1

Our Thoughts go out to Mike Anderson for the loss of his sister.

Get Well Soon!

Jan Gentry wife of Bill has been ill but is on the mend! Great to see you at the field on Sunday! Hope we see more of you two soon!



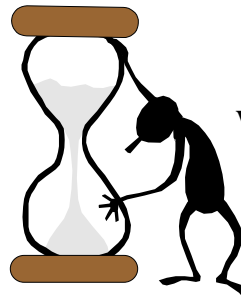
Walt



A final run up before another flight!



Gene's F16, a great flying plane! Now wishing I had one of these!!!



Don't Miss It!!!!!!

What you say? Well the up and coming club meeting on September 8th. Don't forget time is getting near!!!

