



The Transmitter

Suburban RC Barnstormers - P.O. Box 524, Bloomingdale, IL 60108

AMA CHAPTER 640

IMAA CHAPTER 194

June 2011

<http://www.suburbanrcbarnstormers.com>

Coming in June and July

June 13th, Membership Meeting, Bloomingdale Public Library, 7:00pm

June 19th, Fun Fly #2, Pratt's Wayne Field, 9:00am trim flights, 10:00am first pilot off

July 11th, Membership Meeting, Bloomingdale Public Library, 7:00pm

July 17th, Fun Fly # 3, Pratt's Wayne Field, 9:00am trim flights, 10:00am first pilot off

June Entertainment

By Dave West

Treasures Revealed!

Did you know that the club has a library of aviation-related videotapes that you can borrow for free? We will pull these out of the cupboard for all to see at the June meeting. (Don't throw away that VHS player quite yet.) We also have Barnstormer t-shirts (\$10) and hats (\$12) tucked away. Is your flying wardrobe ready for summer? There are also metal frequency tags and AMA name & address stickers in there somewhere. Don't miss this exploration into the deepest recesses of our storage nooks. Club treasures await!

John Howe has been experimenting with some new (and cheap) covering materials and methods. Monday he will reveal his findings. Give your next plane a finish to treasure.



The F9F Panther rollover raffle prize is still up for grabs. The number matrix is nearing capacity so it is likely it will be won this month. This may be your last chance to win a receiver-ready ducted-fan model (with motor, speed control, and servos) for as little as one dollar. A treasure indeed!

Notes of the Suburban RC Barnstormers Membership Meeting

May 9, 2011

ATTENDANCE

There were 38 members in attendance.

OFFICER REPORTS

President: Mike Maciejewski presided over the meeting.

Mike reported the sad news that Mert Mischnick passed away on April 22nd. Mert's family had requested that any donations be made to the Salvation Army.

Other members to keep in your thoughts are Ruth Egging, who will be undergoing a liver transplant on June 1st and Marty Schrader, who is recovering from an appendectomy. Marty was able to attend this evening's meeting and is recovering well.

Vice President: Dave West said the F9F ducted fan jet returns as the rollover this evening. This model only needs a transmitter/receiver to be ready to fly. Among the door prizes this evening was a 7-in-1 screwdriver.

Treasurer: Bob Elsner reported on the results of the 2011 Swap Shop. This event was the most profitable in the past 20 years with a \$2667 profit. Everything was up, both income and expenses, but on balance results were very good.

Bob also said the field permits had been paid. He added the permits allow for lowering the gate to drive up and unload. But only 1 vehicle is allowed at a time and cannot leave the path. Also, only one 10 x 10 canopy is allowed.

Secretary: Scott Taylor had a couple of presentations to make. The first was to the winners in the static contest at the April meeting. A framed photo was presented to each winner showing themselves, their plane, and event information. Congratulations and thanks for participating!

Next was the presentation of patches to a group of members that like to fly regardless of

the weather. Bob Babyar, John Howe, Jeff Mrachek, Scott Stampfli, and Ed Wonnacott were recipients of the coveted All Season's Flyer patch. This was their 4th year in a row. Expect to see these patches proudly displayed on their flying jackets!

Scott mentioned that if you like airplanes of all types and/or like pancakes and eggs for breakfast don't miss the Fathers Day Pancake breakfast sponsored by EAA 153 at Schaumburg airport. The breakfast will be from 8am until Noon.

Scott also had AMA identification labels for sale for the bargain price of 15 cents per label.

COMMITTEES

Fun Flies – Stan Warden wanted to thank everyone for a great flying season in the dome.

Safety – Tom Lyons asked everyone to be careful and aware as the warm weather flying season begins. All aircraft should fly the pattern established for the winds and all planes should be tied down as they are being prepared for flight. Tom pointed out that pilots might not think electrics need to be tied down, but accidentally bumping the throttle can result in an instantly turning propeller. Consider tying down any electric over a .25 size equivalent. Push or carry your planes from the pits to the flight line and loudly announce both take offs and landings.

Flight Instruction – John Howe said training activity is still light. Also, John said if you looking to learn to fly giant scale P-47's, see Jerry Polz!

OTHER BUSINESS

Board Member Election – Mike Maciejewski said an additional Board Member would be needed to replace Mert. Nominations were accepted from the floor and **Orvil Fluharty** was recommended. With no additional nominees and a motion on the floor to accept Orvil. The motion unanimously passed making Orvil our latest member of the current Board.

April Swap – Debbie Howe wanted to thank everyone who helped at the Swap Shop on Saturday April 23rd. In particular, Jeff and Lynda Peca were a great help. The vendors were very complementary saying it is one of the best-organized swaps and that they greatly appreciate all the help loading and unloading.

ENTERTAINMENT

Steve Thill demonstrated how to remove a stuck collet over the front crank bearing on most glow engines. He used a modified bearing puller from Harbor Freight. He also showed how to further disassemble an engine.



Dave West demonstrated a new “toy” he put together from instruction found on the Internet. Using parts from a couple of DVD player/burners and a few other parts and software available on the Internet, Dave built a 200 mw “pocket laser cutter/engraver”. Dave demonstrated how it could cut through light plastic and burn lettering into wood and heavier

plastics. This device has about a 3-inch square working area. Very clever and very cool!



PLANES

Hector Rivera brought in a T-6 Texan to show to the members. This is a model he built from scratch and is powered by a .19 size engine. Hector had to call on some of the more “experienced” members to learn about this “Monocoat” stuff!

Marty Schrader brought in a Hobby King EPO Park Jet. This is a model that is receiver ready, with motor, servos and speed control already installed.

RAFFLES

Bob Babyar, Ruth Egging, Nancy Gadziak, Bob Sarley, Glen LaRocco, and Tom Lyons were all door prize winners. **Bob Elsner** was the winner of the Turkey. There was no rollover winner.

From RC Hobbies Online
RC Airplane Tips: Getting that Great Looking Finish
by John Adams

A beautiful, professional quality finish adds that all-important final touch to your model. It's what gets those extra stares at the field ... and makes you proud of a job well done.

Some expert builders would have you believe covering is an art that takes years of experience to develop, but the truth is that you can achieve it with some basic know-how and patience. Understanding the materials you're working with is vitally important, and surprisingly, this is where many modelers make the biggest mistakes.

Each brand of covering has unique properties. So if you learn using one type of covering and then try using those techniques with a different brand, it often leads to marginal results. I've been using UltraCote exclusively for the last 15 years. UltraCote offers several unique properties that are advantageous over other film coverings, making it easier for me to achieve and maintain a professional finish.

Multi-temperature, Maximum Control

UltraCote is unique in that different things happen at different temperatures. This allows for precise control during covering.

Covering with UltraCote becomes many times easier—with vastly improved results—when you understand what specific temperatures do to UltraCote, and when to use those temperatures.

220°F: Application

The adhesive is activated at just more than 220°. At the recommended application temperature of 220°, the adhesive reaches its full bonding strength. No shrinkage of the film occurs, so no distortion of the film takes place. Use the 220° application temperature when applying covering and when applying UltraCote trim pieces over UltraCote. Remember, if you iron is set at 220°, no shrinkage or distortion will occur, so there is no risk of distorting seams, trim lines, or trim pieces and full bonding strength occurs.

Watch out for ... don't press! Heat liquefies the adhesive, not pressure. Let the heat do the work and avoid gouges. It's natural to want to apply pressure, but it doesn't affect the bonding strength. If you're using a sock (highly recommended), it will be necessary to go more slowly over a given area, as it takes longer for the heat to penetrate the material. Some modelers turn up the heat to 240° when using a sock, but I prefer to stick with the 220° temperature and go at a slightly slower pace. This creates fewer air bubbles.

300°F: Shrink Onset

At 300°, UltraCote will begin to shrink. Use this temperature after the covering is applied to tighten it, remove wrinkles, and remove imperfections. It's amazing how many wrinkles can be removed at this temperature, and it's important to start removing imperfections at this minimum shrink 300° setting.

UltraCote features a unique property that allows for a controlled shrink rate based on the selected temperature. While it begins to shrink at 300°, at 320° UltraCote shrinks 18% of its total shrink rate. It's important to use the minimum temperature necessary to achieve a smooth, wrinkle-free finish.

Most modelers don't realize that to further shrink most brands of film covering, it must be heated above its previously exposed peak temperature. In other words, if a covering was already exposed to 320°, it will be necessary to go above 320° to further shrink the covering. Use the lowest temperature possible to achieve a smooth wrinkle-free finish at the starts and you'll have the largest available shrink rate remaining should you later need to shrink the film.

Watch out for ... stay away from seam lines and edges! Remember, 300° is well above the adhesive activation temperature, and seems will pull away. If you have some stubborn wrinkles close to the seam line, try this trick. Soak a washcloth in cold water, then fold it twice and place it on the seam line, covering the seam but exposing the wrinkles. With your iron at 330°, quickly apply it to the wrinkled area for about 5-

10 seconds. The washcloth will keep the seam cool, and prevent it from pulling apart and distorting.

350°F: Maximum Shrink

At 350°, the maximum shrink is achieved. You won't use this setting very often, but it's important to know the total shrink temperature range. That's because the amount of shrink rate you'll have left is based on the temperature you use to shrink the covering.

For example, if you're shrinking your film using 320°, you'll find that 82% of the total remaining shrink is left. That's good! That means that, if in the future you need to re-shrink the covering, it won't be a problem. But a word of caution: use the high temperatures only as a last resort to shrink wrinkles and imperfections. In most cases, if you need to use this much heat, you'd be better off to just replace the covering with a new piece.

Watch out for ... stay away from seams and edges. The higher temperature can cause bubbling and blistering.

Removing UltraCote

You may come to a point when you'll need to remove or replace a piece of UltraCote.

In many cases, the covering will simply pull away, but if you're having a tough time, use your heat gun. Lift a corner of the covering and then pull away while directing heat in the area to be removed. I just recovered a two-year-old Reebok CAP 232 using this heat gun technique and it looks as good as new.

Bubbles and Blemishes

When your airplane sits out on a hot sunny day, you may notice that the covering bubbles and wrinkles. This is common with all brands of film covering, no matter what the manufacturers claim. But getting rid of those wrinkles is easy. You'll need a heat gun, a covering mitt, a wet washcloth, and a fine straight pin.

Heat the affected area and notice how the air underneath the cover expands, making bubbles. As you continue to apply heat, moving in a 6-inch circle, it will release the adhesive bond. At first, several smaller bubbles will appear, but as you continue to work the area, the bubbles will join to form one large bubble. Now pop the bubble with the pin, and immediately wipe the area with a covering mitt to reattach the covering. It may take several attempts, and you'll get better after you do it a couple of times.

It's important not to stay in one place for very long with the heat gun, especially if you're working with a balsa-covered foam part as warping and damage could occur. If the affected area is close to the seam, use the wet washcloth trick to prevent the seams from distorting and pulling apart.

Preventing Heat Blemishes

Heat blemishes occur when the elevated temperature causes the trapped air in the wood to expand. With nowhere to go, the expanded air causes a bubble to form in the covering and stretches the film. When the air cools, the stretched covering remains. You'll notice this happens especially with dark colors like black or dark blue, and that this never happens on the bottom of the wing, but only the top where the sun heats the surface.

The solution? While several methods have been tried—like completely painting the wood structure with thinned white glue to prevent the air from reaching the surface—we know of only one method of preventing this from happening: don't leave your airplane in the sun! Seriously, get a cover or a tent or find some shade. Also, choosing light colors will prevent the intense heat buildup. Last summer during our hottest days, I measured the covering temperature on a dark blue airplane that had been sitting in the sun at 163°. If you keep them from getting hot, there is no problem, but, for those times when they do, practice the re-shrinking techniques mentioned, and it will only take a few minutes to bring back that pristine finish.

The Transmitter

This newsletter is published monthly by the Suburban RC Barnstormers, Inc.

We reserve the right to edit all information forwarded to us. Permission is hereby given to reprint any article that we publish as long as proper credit is given.

Material can be submitted for publication: (1) at a meeting, (2) by mailing to Suburban RC Barnstormers, Inc., P.O. Box 524, Bloomingdale, IL 60108, (3) sending it to the email of the editor, Scott Taylor, at taylorstr@core.com

Articles must be received by the 4th Saturday of the month to be included in the following month's newsletter.

OFFICERS/BOARD OF DIRECTORS

President	Mike Maciejewski	630-513-1476	macieml@sbcglobal.net
Vice President	Dave West	630-837-6553	dwest@wingedshadow.com
Treasurer	Bob Elsner	630-653-5345	Srcbarn@aol.com
Secretary	Scott Taylor	630-932-9624	taylorstr@core.com
Flight Instruction	John Howe	630-541-3054	lflyrc2@comcast.net
Fun Fly Chairman-Dome	Ron Hilger	630-833-8111	Ronhilger@aol.com
Fun Fly Chairman-Outdoor	Scott Stampfli	630-440-6475	scott.stampfli@us.bosch.com
Safety Officer	Tom Lyons	630-668-9525	gtpsl Lyons@comcast.net
Board	Mert Mischnick	847-437-0410	Mert914@att.net
Board	Steve Dietrich	630-272-0005	sgdtrick@gmail.com
Board	Jeff Peca	630-305-0018	j_pec@yaho.com
Board	Glen LaRocco	847-741-9363	EagleN2FB@comcast.net
Board	Stan Warden	630-654-8476	frenchstan@comcast.net

NEWSLETTER STAFF

Web Masters [Marty Schrader](#) (630) 588-0241
Editor/Publisher [Scott Taylor](#) (630) 932-9624

Please Support The Following Hobby Shops

[Al's Hobby Shop, Inc.](#) 121 Addison, Elmhurst, IL (630) 832-4908
[HobbyTown-St Charles](#) 3627 E. Main, St. Charles, IL (630) 587-1256
[Lagrange Hobbies](#) 25 South LaGrange Rd, LaGrange, IL (708) 354-1220
[R C Hobbies](#) 1550 N Rt 59, Ste170, Naperville, IL (630) 753-9433
[Strictly R/C](#) 7719 W Lawrence Ave., Chicago, IL (708) 456-9100
[True RC](#) <http://www.TrueRC.com> truerc@comcast.net
Adventure Hobbies 23 Huntington Lane, Wheeling, IL (847) 537-8669

Visit our web site at <http://www.suburbanrcbarnstormers.com>