Antique Flyer

AMA CHAPTER #108 | April 1995 | Issue 152

March Chapter Meeting

By John Carlson

Twenty six members and visitors took advantage of a lull in the rains to attend the March meeting back at the regular firehouse location. Visitors included Charles Gewalt and Terry Tillotson of Napa -- hope to see you at future meetings.

ANNOUNCEMENTS

Ron Keil sadly announced the recent passing of fellow SAM 27 member Tom Brennan. A tribute to Tom written by Ron and some details of Tom's life and career appear elsewhere herein.

It was noted that the checking out of other clubs newsletters has slackened in recent months. Don Bekins offered to take the binders home and replace their contents with new newsletters which have accumulated. Don advised that he has noted a number of instances of other clubs reprinting articles appearing in the Antique Flyer. This includes SAM chapters in Canada and New Zealand as well as in the US. We should feel flattered!

John Carlson advised that the 1995 AMA Charter package together with the charter fees and the insurance fees for the Novato meeting room and the Lakeville flying site have been sent to AMA Headquarters.

JR O/T'er REPORT

Rocco Ferrario was not present so we did not receive an update on the activities he is sponsoring. Don Bekins reported that he has received information regarding a Junior Program being sponsored by a non-profit Industry group. The Managing Director is well known modeler J. J. Levine and the program is called Model Building 101. The program will address all aspects of modeling including old timers, and in many respects is similar to the SAM 27 Jr. O/T Program. Rod Persons and Tim Younggren are working with a high school age neighbor in the building of a 1/2 A Kerswap and hope to have the young modeler and the model down to one of our future meetings. Rod acknowledged that with all the competing activities, the young person often drops out of modeling after only a brief exposure. However, Rod thinks all is not necessarily lost because, as most of us have either seen or personally experienced, the person often returns to modeling sometime later (often much later) in life. So -- Don't hesitate to plant the seed, who knows when it will re-sprout. Don Bekins reminded us that our original Jr.member was Sky Greenawalt who joined at age eleven and is presently about to graduate with honors from prep school and also holds licenses for Private Pilot - Power and Glider

OLD BUSINESS

MECA Collecto

Jerry Rocha advised that only two or three of the 0&R T-shirts and a couple of decals were sold at the Collecto, however he did sell the Gene Mathieu Dynajet engine for $108.

Lawn mower

Arrangements have yet to be made to transport the mower to the Domaine Chandon shed. John Carlson will purchase a chain and combination lock .

Gene Mathieu Donation - Silent Auction

Steve Remington had prepared a bid sheet for the auction items. Copies will be available at the April and May meetings. A copy is printed herein for the use of those not attending the meetings.

Schedule Matters

New Zealand 1/2A Texaco Postal Meet -- Scheduled for Saturday, April 15, at the Lakeville site. SAM 35 (Britain) Postal Meet -- This takes place in June. Don Bekins hopes to have more information regarding events and rules at the next meeting. Ed Hamler will be getting out an updated West Coast R/C Schedule soon.

O/T Rubber Meet

Jerry Rocha advised that he has been coordinating with Jim Persson and has set the date for Saturday, July 22 at the Lakeville site. About six or seven events will be held. We will probably also run one of the 1/4A Nostalgia events that day. Jerry says he will be set up to start at 7AM for those who want to beat the arrival of the wind. More info next meeting.

1/4A Nostalgia F/F Gas

Tim Younggren suggested that we discuss prizes for the series of contests to be held for this model class. It was finally agreed that there would be a $5 entry fee (total for all 4 scheduled contests) and that prizes would be as follows:

Each of the monthly contests:
- First Prize - Balsa (Donated by Don Bekins)
- Second & Third Prizes - Ribbons

Sweepstakes (Grand Prizes):
- First Prize - Plaque & Cox 020 Tee Dee Engine
- Second Prize - Plaque & Button Timer
- Third Prize- Plaque & 1 Attaboy

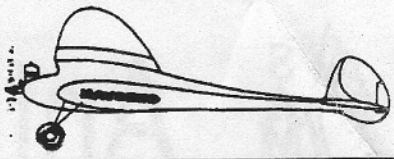
SAM Survey Questionnaire

Don Bekins reported there have been about 550 responses to date. This is about a 20% response rate. More replies are expected.

NEW BUSINESS

Guest Speakers

It was suggested that, as a matter of courtesy and appreciation, we make a point of sending the speaker(s) a copy the Newsletter containing the write-up of the presentation. Rod Persons has already done this for last month's



speakers, Roger Gregory and Chuck Dorsett. Brian Ramsey suggested that in addition we present the guest speakers a certificate of appreciation. It was agreed that we would investigate the use of preprinted certificate forms to which one of the Club's computer gurus could add the appropriate words in a sexy letter font and the SAM 27 logo.

Advertisements

After some discussion it was agreed that, as a service to members, each would be permitted to place one ad each year in the Antique Flyer. The ads should be sent directly to the Editor, Wes Funk, and should not exceed one column inch in size. Subject to space considerations. Wes has the discretion to include or delay inclusion in any issue.

Ignition Fuel

There were several favorable comments on the FUEL FOR THOUGHT article in last month's newsletter. However, Ron Keil reported on a recent newspaper article which may prompt some to use caution with respect to the use of the additive MTBE. It appears that this compound is toxic to some degree, and has apparently resulted in unfavorable reactions in some people using gasoline containing MTBE. The use of this additive apparently is quite common in commercially available gasoline.

Safety Rules

Tim Younggren commented that in several of the meets he has attended at the Schmidt Ranch there have been situations which could have resulted in injury to participants or spectators. Tim suggested that a definite flight line be established and that all launches be made from this line instead of from the general area between the lawn and the first berm, and that the line be a considerable distance from the lawn area. The past practice, in many cases, has been to use any part of this area for pit purposes as well as for launching. A number of near misses have been observed. Also consideration is recommended to locate the landing area in a manner to minimize the possibility of contestants retrieving a model being hit by models being launched. It was suggested that the contest CD establish the necessary rules. Ed Hamler stated he would discuss the matter with Loren Schmidt.

Fly offs

Tim Younggren touched off another lively discussion when he expressed his dislike for hanging around until late in the day to see if a fly off is required. He would prefer that when all of a contestants flights are maxed, he be permitted to continue the last flight for as long as he was able or wanted to stay up. The contestant with the greatest total time would be the winner, (whether or not he had hit the road to get home early). Ed Hamler and a number of others were strongly in favor of fly offs. Ed related that some of the greatest pleasures in his contest experiences has been the near simultaneous launch of the fly off contestants and the competition between the last contestants remaining in the air. This is high tension time for spectators as well as the contestants. It was also pointed out that the fly offs get all contestants up at the same time and in the same air. Tim seemed to be convinced and noted that in any case the fly off policy is determined by the CD.

1/2A Texaco

Tim Y. (again) on the subject of 4 cc (5.1) vs. 8 cc tanks . Ed Hamler and Don Bekins advised Tim that most CD's now allow the smaller tanks (and the attendant 8 min. max) to compete with the 8 cc (15 min. max) equipped models. Ed said that all SAM 27 events would permit this, and Don advised that SAM rule changes are now under consideration in this regard. (Post Note: In a recent visit to the Hangar One shop in Rohnert Park, the writer was directed to the Bob Aberle article in the April 1995 issue of Flying Models which told of the shorter engine run times resulting from the enlarged venturi in the later model Cox Texaco 049 engines. The owner, Dave Higgins, advised that he had ordered several of the older models with the smaller venturi, soooo-- if this interests any of you give Dave a call. By the way Hanger One gives a 10% discount on items purchased for Club raffles).

Again Tim spoke up relative to modifications of "stock" Cox engines for the 1/2A Texaco event. Tim noted that some are using more than one head gasket, some are substituting metal tubing for the fuel pickup, and there may be other possible mods in use. Ed Hamler gave his opinion on generally acceptable and questionable practices as follows:

☺ More than one gasket is OK
☺ A short section of fuel tubing to seal around the needle valve is OK
☺ Needle valve extensions are OK
😐Metal tubing fuel pickup is questionable
😐Stiffer reeds are controversial
☹Maximum prop diameter is 8"

It was suggested that Tim write to the SAM Rules Committee with his suggestions.

Smithsonian Institution

Don Bekins advised that the Smithsonian Institution is preparing a CD for interactive TV to cover the history of aviation, including modeling. SAM has been asked to Provide Pictures and other information. Issue is forecast for about mid 1996.

SFO Display

Don also advised that in connection with a remodeling program at SFO, scheduled for completion in 1998, they are planning exhibits of old time models in a History of Aviation display. SAM has been requested to provide some models for glass cased displays.

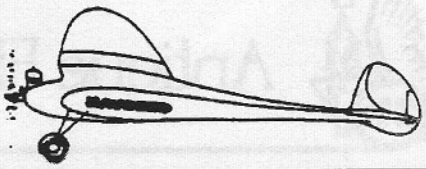
Technical Presentations

Rod Persons advised that no technical presentation was scheduled for this meeting. Rod said that at the next meeting Steve Remington would describe his *COLLECTAIR* - Gallery of Air Age Artifacts and Museum of Aircraft Recognition operation at Reid-Hillview Airport in San Jose. Rod hopes to set up a date for a Saturday visit of members and guests to Steve's establishment. We do however need volunteers to make presentations or bring guest speakers for future meetings. All please think about this. Topic suggestions at the next meeting would be appreciated.

DAD "Club Select" Program

SAM 27 Antique Flyer

April 1995



Don Bekins had received a flyer from the Design and Development Corp (DAD) regarding a program wherein if a club published the DAD price list in the club's newsletter, the club would be designated as a Club Select and members would receive a 20 -50% discount on the DAD line of receivers, servos and related items. Subsequently a review of recent issues of several modeling magazines revealed that the so- called discount prices were being offered to anyone, consequently SAM 27 is dropping consideration of this offer.

SHOW AND TELL

Ron Keil, in a recent visit to Reno, met a gentleman originally from Germany who had participated in the WW 2 youth modeling program. This chance meeting resulted in Ron's acquiring the plans and instructions for a 1940's Benzimotor Flugmodell HS-100. This model is a mid-gull-winged 850 sq. in. creation of all spruce construction, balsa being scarce or nonexistent in Germany at that time. Ron has had the 50+ year old, yellowed and brittle plans copied and has a vellum available to loan to anyone interested. Ron has started construction but is substituting balsa for most of the spruce components. Luckily for Ron, Hilde is available to translate the German instructions. We look forward to seeing progress displays at future Show 8 Tells.

Nick Sanford showed a spectacular framed model called "Twin Boom", (apparently because it has twin booms from the wing holding the tail surfaces in the proper location). The plans appeared in an old Air Trails magazine - date unknown. Also unknown is whether any were ever built and flown. Nick started this model about 10 years ago (some think this is Nick's secret to longevity - start a project like this and you live forever!). Anyway the model has a very complex 7-8 ft span polyhedral gull wing attached to a balsa and fiberglass pod. Wing construction required a few modifications to the standard flat building surface. The stab has dihedral which presented some problems in connecting the two halves together - Nick fashioned a universal joint to do the job. Power is to be an Ohlsson 60. With such a short nose and long tail moment Nick is wondering about possible balance problems. We all look forward to the test flights - don't wait another ten years Nick.

Pete Samuelson displayed the first rubber powered model he has built since 1945. That was a Korda Wakefield. The current model is a Smith 1941 Mulvihill Winner and, according to Pete, incorporates lots of input from Jerry Rocha. Pete showed a very clever silly putty D/T timer he had fashioned from an Insulin injector -- too complicated to describe here, but check with Pete if you would like more info. Pete says it appears to be quite dependable and repeatability is good.

Ed Hamler showed a beautifully framed Jr. Playboy fuselage. Before starting this model Ed looked at plans with wing spans of 42", 44", and 54". Although all plans were titled Jr. Playboys, there were significant differences in each. Ed built the 54" version. The model was passed around and, according to Ed, carefully inspecting the wood joints would serve in lieu of his long awaited technical presentation on this subject. We all looked carefully but we still don't know how Ed does it

Jr O/T'er Brian Cassayre brought his nearly completed Starduster-X model he will be entering in the special event being sponsored by Bill Vanderbeek at the 1995 NCFFC meets. Brian is really getting good - you old guys better watch out!

Janina Robinson, recently returned from BC and sans broken arm cast, showed the completed Peanut Citabria she has been working on. The model features a red and white starburst pattern on the top of the wing and large red stars on the bottom, wheel pants, and large numbers on the fuselage. Nice work Janina, and good luck with the test flights.

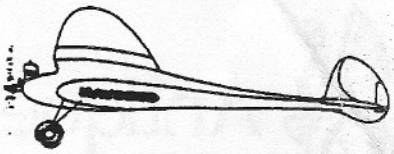
Joe Meere showed his recently completed No-Cal Aeronca rubber powered model. Joe reports that test flights have been erratic, possibly due to the wound motor distorting the motor stick and the one-dimensional fuselage. (Joe added an intermediate support and the next day, following some trimming, got some beautiful flights in the Santa Rosa church gym). The model's prop was Joe's first hand carved effort, with coaching and encouragement from the master, Earl Hoffman.

Tim Younggren (Tim's busy night!) displayed his latest effort, a beautiful 020 powered R/C Pee Wee Anderson Pylon with a 33" span, 160 sq. in. wing and an all-up flying weight of 7 3/4 oz. Covering is doped Jap tissue colored (one guess) black and yellow. Control is pull-pull with micro servos and a Hi-Tech Rx. Tim reports it is a good flyer, although a little touchy because of it's small size.

Don Bekins brought several Hems to show. The first was an original OS, servo actuated fuel cutoff and a replica someone is making. Don may have more info next meeting. Don showed the new SAM brochure to be published soon. It is in two parts, one giving general information and the other containing listings of officers and chapters. A recent balsa grading session was described wherein Earl Hoffman and Nick Sanford helped Don grade stacks of balsa he had won in many years of competion. When the session was over a ping-pong table was covered with stacks up to a foot high. (Don generously donates much of his balsa to the club for raffle and contest prizes). Don said that Earl really gets turned on by a GOOD piece of balsa. Also shown were a couple of pneumatic timers used to cut the ignition in the early days of gas powered F/F. One was in its original box.

Scott Seronello showed a Sturgis reconditioned Ohlsson 60. Although a previous owner had run the engine hot resulting in some scoring, Scott says it runs great and is very easy to start. It appeared that a willing buyer was found before the meeting ended.

"GOODNESS, BUT YOU FELLAS MUST GET TEN OR FIFTEEN DOLLARS TIED UP IN THESE LITTLE TOY AIRPLANES."



SAM 27
SILENT AUCTION

Gene Mathiew Donation

The following items are being offered on a SILENT AUCTION basis. The minimum bid price is listed following the description of each item or package. Bids will be accepted at SAM 27 meetings for March, April and May and phone bids will be accepted through the month of May.
How to Bid: Each item/package has a single, separate BID SHEET and these sheets will be bundled together. Write your name and your BID AMOUNT for any desired item on that particular item's sheet; be certain that your bid is higher (in minimum increments of $0.50) than the previous bid on the sheet. You may bid on any of the items and as often as you like. Phone bids will be accepted by Steve Remington at his business (408) 259-3360, M-F. Phone John Carlson at (707) 996-8820 if you have a need for further detailed information regarding the auction items.

Award: The highest bid taken for each item by the end of May will be the lucky buyer. If you win the bid, you buy! Items may be picked up by arrangement or at the meeting.

☐ 40 Trainer, Avistar ARF complete with engine, receiver and transmitter, ready to fly. Used - Model has been flown and repaired
Item #1 Minimum Bid $100

☐ 1/2A Heath Midwing model complete with Cox 2-channel receiver and transmitter. 5cale Texaco.
Item #2 Minimum Bid $40

☐ Electric Motor, Astro geared .05
Item #3 Minimum Bid $35

☐ Electric Motor, 550 Great Planes Thrustmaster. I
tem #4 Minimum Bid $5

☐ 0S 40 FP Engine
Item #5 Minimum Bid $30

☐ Newport II rubber model kit
Item #6 Minimum Bid $4

RAFFLE

PRIZE	DONOR	WINNER
1 Curtis Robin "Rubber" kit	Tim Younggren	Bob Wakerly
2 Button Timer	SAM 27	Ray Mc Gowan
3 Cox TD .020 / with prop	SAM 27	Scott Soronello
4 Protractor (Triangle / ruler)	Rod Persons	Tim Molsberry
6 Protractor " "	Rod Persons	John Carlson
7 Needle Files	SAM 27	Rick Madden
8 Prop Balancer	Rod Persons	Pete Samuelsen
9 Champagne	Ed Hamler	Don Bekins

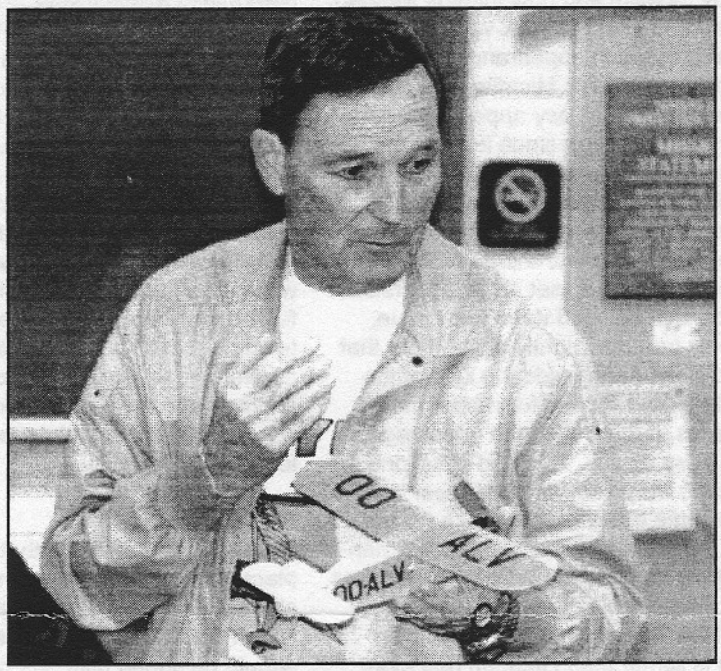
Antique Flyer
April 1995

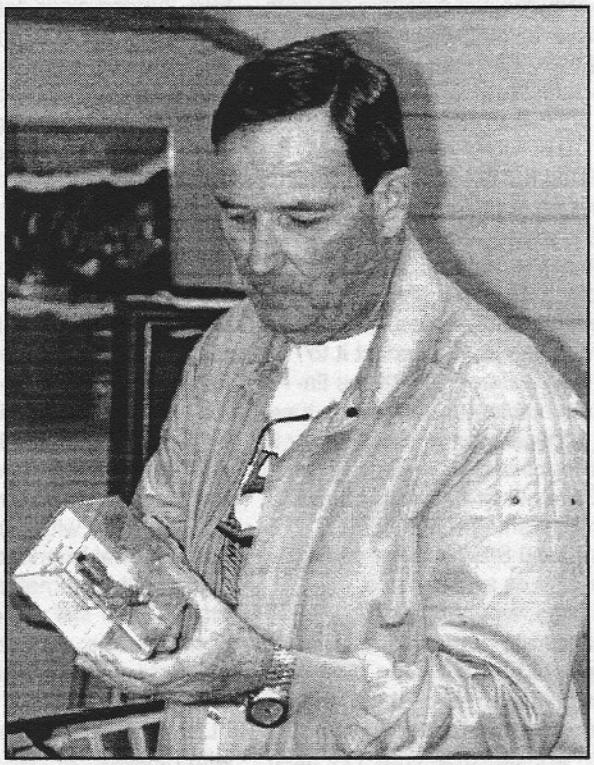
SAM 27 Pays Tribute to Tom Brennan

On March 12, 1995, we suffered the loss of a close friend and fellow modeler, Tom Brennan. I remember the days in Marin when we built and flew rubber models in the fields near Novato Airport and the indoor sessions at St. Vincent's. His models always flew better and look the best. He taught me about the ways of free flight and I tried to convert him to R.C. Oldtimers. I cannot count the amount of good times we spent together. Tom had a love for life, his friends and, above all, his family. He never said a harsh word and was always a giving person. I know he will be missed and never forgotten by those who knew him. He was my friend. He will always be flying high in the clouds above us. And when I catch a thermal, I will know Tom is still helping me.

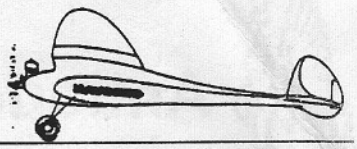
The above tribute was written by Ron Keil

Dedicate your next max to Tom.





John Hlebcar Photos



- Dave Larkin. SAM 86

The Solarfilm company produeces three tissue replacements: Litespan, Fibafilm and Airspan. Litespan has been around for at least 5 years, it was joined a year or so later by Fibafilm and now there is Airspan. Airspan and Litespan look very like coloured tissue in appearance. Fibafilm Is essentially similar to Micafilm and gives a somewhat more glossy appearance. I've been using LItespan since it came out and find it very satisfactory for 1/2A Texaco models and for my small sport vintage modeis. When it was Introduced, It was somewhat oversold to the British SAM public who wete very upset at the aspersions cast on thelr beloved dope and tissue, however true, and rightly pointed out that Litespan did not provide the kind of torsional rigidity required for rubber model fuselages. It does have the advantage of being easy eo use, light and not prone to introduce warps in flying surfaces. It does not become brittle with age, like tissue. Later the manufacturer, Derek Hardrnan of Solarfilrn, introduced Fibafilm, which does provide torsional rigidity and is still prety light. Now he has brought out Airspan which is iighter than LItespan has more rigidty, and requires just a couple of coats of thinned dope to finish the tautening and to seal the pores. All these materials are available in colours.

LITESPAN

Litespan should not be expected to be suitable for covering tennis balls - I don't fly many of them anyway So you have to make sure that the material is fairfy taut before attaching it For wingtips you may have to use sepearate pieces - just iike you used tn do with tissue, but expect it to shrink less than watershrunk tissue finished with taughtening dope. You do have to apply an adhesive to the structure, or to the material for overlapping joints. You can use either Balsarite or Balsaloc, the latter having some advantage, of no odour. Sorne Of our local SAM chapter swear hy UHU purple glue as an adhesive.

As with all films, and perhaps more so than most, accurate iron timperature is important. 194 - 212 F for tacking, 257 - 284 F for Shrinking. If you go too, high, the material will lose its elasticity and you will be plagued wlth wrinkles over time. I've used a Coverite thermometer in the past, and now use one of their new fancy irons with accurate temperature control.

Some people put a coat of clear dope over Litespan, but it does not improve the ridgidity of the material.

I have found the material to be relatively puncture proof though it will yield to a really determined thistle if your plane alights on it. The silver Litespan is far less puncture proof than the other colours, but is easiiy patched,. Be careful though, one slde is usually stightly darker than the other. I've had a few nasty crashes, that lead me to respect Litespan's ability to keep the structure hanging together on impact.

Basically it should be used as a tissue replacement for all those places where you would use tissue, except rubber model fuselages. If your modd does took like a tennis ball then be prepared to cover it very carefully in sectlons. Your technique wil, improve with experience. You will be rewarded with a low maintenance, longer-lasting finish.

AIRSPAN

Airspan is the latest synthetic tissue replacement. It has a grain and there is a slight difference in texture and colour between the two sides. Afterheat shrinking, it should be doped uiith one or two coaes of 50% thinned clear dope (shrinking) to fill the pores. It is available in a range of colours (Red, Orange, Yellow, Blue Black,White, Fluorescent Pink and Fluorescent Yellow) is very lightweight, and falrly easy to use. An instruction sheet is provided But most of us don't read instructlons, so here are some more of them. To give new users the best chance of success may I emphasize a few points. Firstly for stable, satisfactory long term resullts with any synthetic material it is critical to stay within the temperature parameters specified by the manufacturer. Otherwise you may cause the materiel to lose its elasticity. So don t just put the material on and give It a pass with a heat gun. Heat guns are the least precise method of shrinking in existence. As with Litespan. if you use a conventional "monokote" iron, use a Coverite thermometer to check the temperature. Better still use one of the new Coverite micro-processor controlled irons that hold the temperature to within one degree

Like Litespan Airspan may be attached with Balsaloc, or Balsarite (or UHU purple glue) If you insist, you can certainly use dope, if that is the method with which you are most comfortable The four phases of tautening are:

1) Attach the Airspan over the framework putting it on as taut as possible. Hold it in place by sealing the edges with an iron. This iron should be set to the minimum temperature that will cause the material tobondin place (about 90 c. 1 195 F. and the material should be as taut as reasonably possible. Run the iron over the perimeter of the framework. The iron temperature should be the very minimum possible that at still causes the material to bond in place.

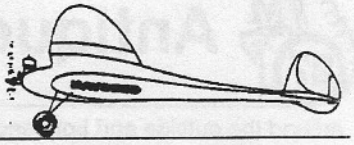
2) At the same temperature or very slightly higher go around the perimeter again with the iron pulling on the excess material to tauten the covering as the iron releases the bond if you've used dope to attach the material I guess hi 'll have to use some thinner to free the bond in this phase. Try to get rid of all wrinkles at this point

3) After covering the whole assembly then raise the Iron temperature to about 1 30°C (270°F) and shrink the panels taut.

4) Dope the finished model with a coat or two of 50% thinned clear shrinking. dope, fuel proof if appropriate. This should ensure that the surface is sealed as well as taut.

To date, I find that the structure remains warp free without any special precautions such as pinning down. I have Just finished doping a small 1 /2A 33" free flight model sin the air' with no sign of any warps. This, a replica Frog Zephyr was supposed to weigh 6 ounces but, despite a heavier engine (AE 0.5 versus Frog 50 diesel came out at 5 1/2. Other Airspan users report similar weight savings over conventional materials when covering new models or re-covering old standbys,

As you have to apply extra adhesive after you have put on the first surface, while this dries it is a good idea to avoid delay by covering several components at the same session. After doing one panel you apply the fresh adhesive in the areas where the new panel will overlap and set It aside to dry while you work on something else. if you are adding adhesive around a wingtip after you have tacked on a second panel, I find it best to do this before cutting the radial cuts to permit smooth covering on the overlap at the wingtips. When you are ap-



plying the adhesive, remember that undoped Alrspan is porous and some adhesive will 90 though, onto the surface below which could be tiresome unless you are doing it over a plastic sheet,

As with tissue, letters and other decoration can be cut out from Alrspan and attached to the covering, When doing this I found it best to tape the Airspan over the template so that it didn't mow while I leas cutting cut the shapes. of course you need to use your best fresh blade for this task. It might be best to apply the adhesive to the back of the material and let it dry before cutting the shape out.

Typically Airspan requires ore coat of thinned dope on the wing and two al the fuselage. Don't overdo the dope or the covering will start to become brittle. I've seen an Airspan-covered FAC Scale model that was Given a subsequent coat of silver lacquer and it looks gorgeous.

How does Airspan compare with other lightweight covering materials? It has only been on the market since the late summer of 94 so it is early days yet it appears to be most suitable for small and medium size free flight (power gilder or rubber) and R/C models, it's not what you would want to use on your Goldberg Valkyrie Use It where you would otherwise use lightweight silkspan or Jap tissue. In comparison with another newcomer, Polyspan, it is probably not quite as torsion or puncture resistant hut it is much better than most traditional materlals, Unlike
Polyspan, it is available in a range of colours including some fluorescent ones. AS It requires less dope, the finished product Is 20-30% lighter than Polyspan, In comparison to Litespan it is much more resistant to torsion and stays tauter. We don't know yet if it is going to be suitable for a Mulvihill ship or a pre 1952 Wakefield, but it's certainly fine for all pans of a Gollywock and any 1 /2A power model

It should be possible to get Airspan from your Solarfilm or Litespan stockist, an,-t it should be the same price per sheet as Litespan. It ,comes in 22 by 36 Inch sheets. I believe Bob Peru (Balsa Products) will be stocking It.

FIBAFILM

Where more torsional strength is needed the manufacturer offers Fibafilm, also very light, but fibre-reinforced, Unfortunately it doesn't really simulate clear-doped colour tissue, it has more the appearance of a light coat of coloured dope (the material Is glossy and slightly translucent). Aluminum Fibafilm can be used to simulate metal areas. It's equivalent to Micafilm, which is now made by the same manufacturer No dope is required. Great care is required or, compound surfaces and it may be necessary to cover these in sections. It offers superior resistance to punctures. K is available in most colours but not Black. It comes in 72" by 29" rolls.

Why I'm Stuck on UHU Glue

(A letter from Gerry Lafreniere)

As promised here is an up-date of an article I wrote for the FAC Snowbirds Squadron back in January 1993, and a subsequent article in January '94.

I was flattered that it has been picked up by several other FAC newsletters around the U.S. and a brief mention in the AMA magazine, Model Aviation.

The following is a condensed and updated version of the articles and some recent innovations I have discovered while experimenting with the properties and uses for a water soluble glue stick called UHU(Yoo Hoo). This coloured glue is manufactured in Germany and distributed by Faber Castell of Lewisbury, TN, USA.

It can be purchased in Canada at most stationery stores, Giant Tiger, Woolco, Canadian Tire, Walmart, and other stores. In the U.S. I have found it at Walgreens, Walmart, Kmart and Federal Drugs.

The small sticks cost about 60¢ to $1.00 and the large from $1 to $2. When applied it is purple in colour but it is clear when dry. It also comes in clear sticks but I prefer the coloured ones as you can see the glued area.

I think we are all pretty well conversant with applying coverings with the clear dope method. I was never too impressed with this "old tyme" method as it was time consuming, smelly, and you generally were covered to your elbows with dried dope which you spent hours chewing off.

This glue stick (UHU)is odourless, washes off with water, fast in application, has good working time, and, to date, in use on aircraft for rubber and fuel powered - is permanent.

I have applied Japanese tissue, ganpi paper, light and heavy silkspan, lite-span and airspan with UHU, also clear acetate windshields and "greenhouses" on various models, and so far not a single failure in adhesion.

In application, the area to be covered is coated with the stick glue and you can see the purple colour as it's applied. The tissue etc. is laid on in the usual manner, and can be worked to remove any irregularities as they present themselves. Undercamber on wings present no problems either, as each rib is coated. I have found that your covering time is cut in half.

Once your unit is covered (allow 1/16" overlap) use a small brush to seal the glued area with a 50/50 coat of dope before shrinking. I use several applications of isopropyl alcohol to shrink tissue etc. On the "plastic" coverings (lite-span and airspan) I heat shrink the covering, but not with a heat gun. I use a covering iron, as I can work small wrinkles out of the covering by brushing over the area slowly and working the wrinkles out. The heat releases the glue sufficiently to permit this.

The acetate for cabanes and windshields is applied in the same manner. As a trial I glued a piece of acetate to balsa and left to dry overnight. On trying to remove it, it tore the balsa.

The greenhouse of my Taylorcraft Grasshopper was covered in this manner, and to date, after two summers of flying no breakdown has occurred. Numerous other model cabanes have been done with UHU, and no failures.

Laminations

I've just finished a Struck New Ruler for 1/2A Texaco. As you know the rudder on the original was made of aluminum tubing. Requiring a fin and rudder I decided to laminate the outlines with four plys of 1/32 x 1/8 balsa. Having done this trick before using cyano or white glue, I decided to experiment with UHU stick. I formed the desired outline with a series of pins, rather than making up a special forming template. Next I applied the first layer dry and pinned the ends. One side of the second layer (dry) was coated with UHU, laid on the first, and the ends were re-pinned.

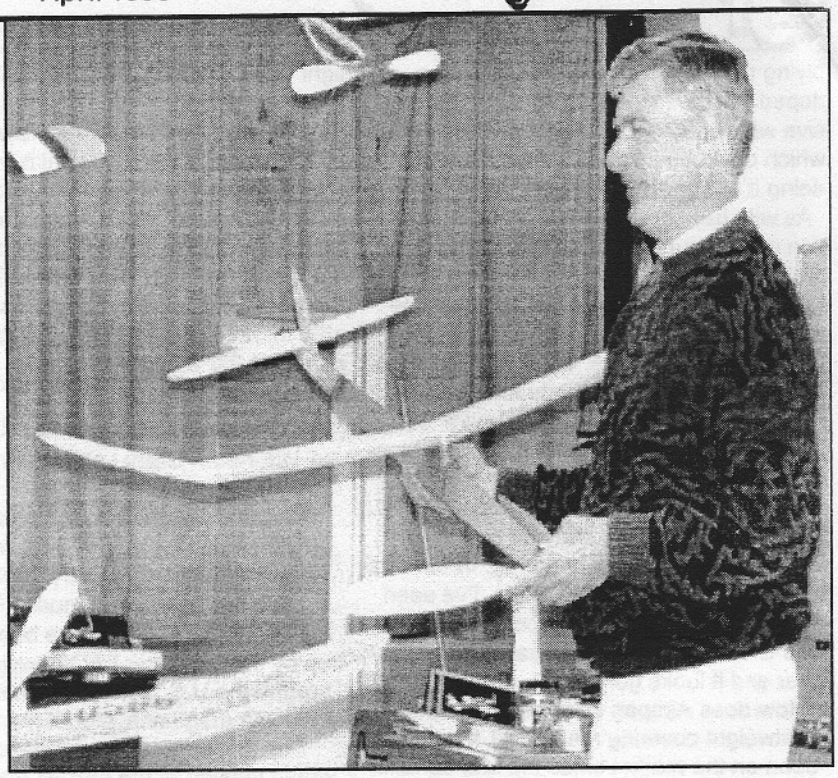
The next two layers followed in the same manner. Finally a suitable length of 1/8" rubber strip was stretched

around the outside and both ends pinned with tension on the assembly. A piece of l/41' dowel or a pencil is rolled around this to ensure good surface contact of the glue. The assembly is left to dry overnight.

Sand both sides and you will see that the unit is seamless and sanding a snap. No hard surface (a la cyano) and no little glue welts (a la white glue). The balance of construction was in the normal manner.

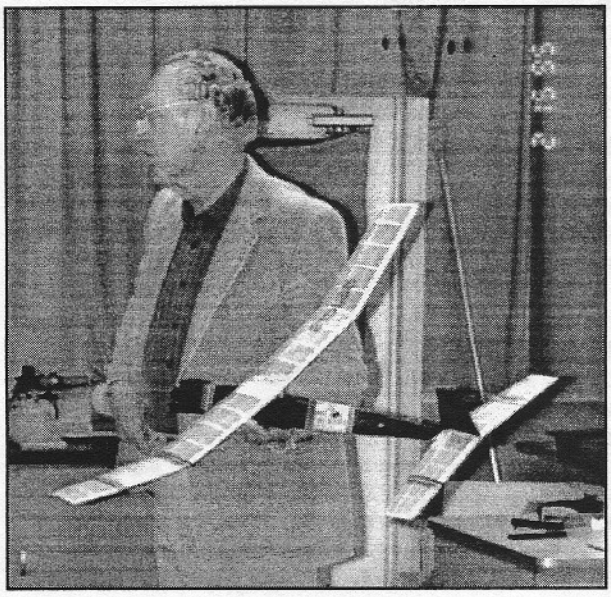
I have found this glue stick to be excellent for the above mentioned items, and there are other possibilities which I have not yet explored. I would be interested and pleased to hear from modelers who may have found other uses for this versatile and amazing little glue stick. Try it and you'll like it.

Gerry Lafreniere MAAC 272
10 Charlotte Pl. 106
Brockville, Ontario,
Canada K6V 6T1



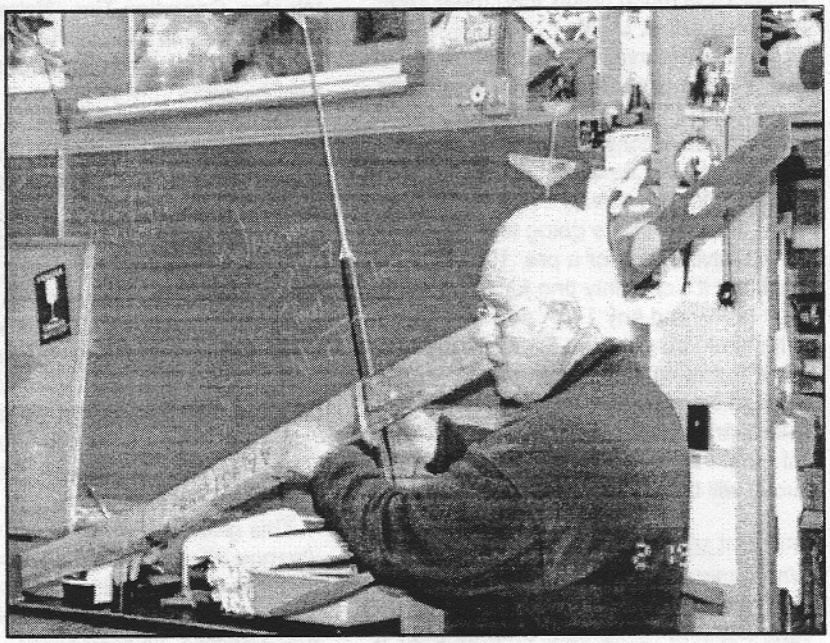
February Guest Speakers: Roger Gregory above, and Chuck Dorsett below gave us an insight to the ways of High Tech rubber power.

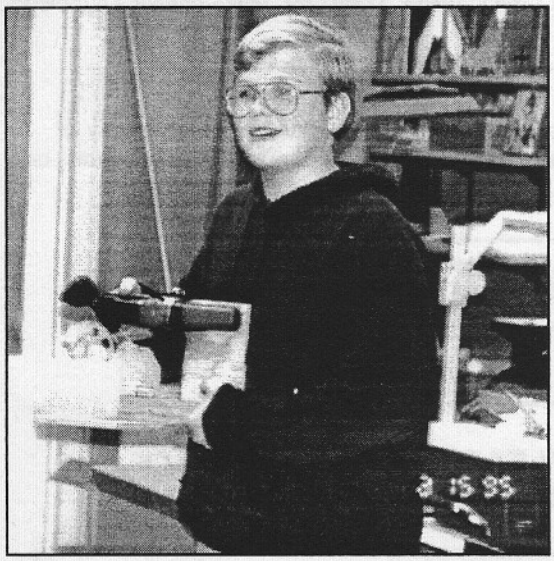
John Hlebcar Photos



John Hlebcar Photo

Stu Bennet brought his original Moffett design to the February meeting. He calles it "Lethal Miz"





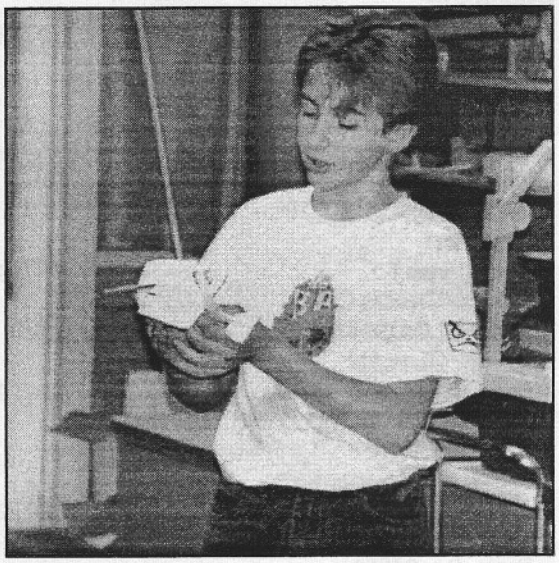
SAM 27

JR'O/Ter's

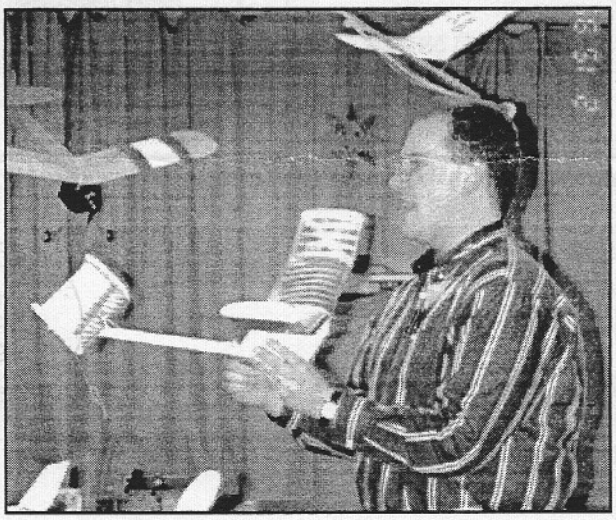
&

Rocco

John Hlebcar Photos



Above: Jerry Schmaltz with a Thermal Detector Machine - a design winner from Rocco's science class.



Above: Dan Siveri with original H/L glider "Pooh Bear"

Right: Rocco demonstrates his silly putty timer on a "T - Bird"

Below: Brian Cassayre shows his Starduster - X under construction for the special event sponserd by Bill Vanderbeek this year.

Below: Scott Seronello shows his Ohlsson 60 . (for sale)

SAM 27
AMAChapter #108

Membership

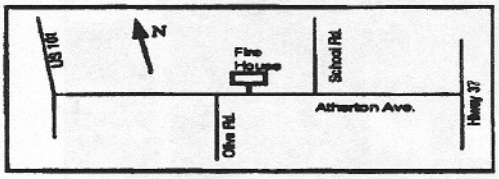
Membership is $15 for the calendar year. After February, the dues for a new member will be prorated.

Due to increasing cost of publication and mailing, the Associate Member category has been dropped.

Send dues to John Carlson, Treasurer. Make checks payable to SAM 27.

Meetings

Membership meetings are held on the third Wednesday of each month at the Navato Fire Department, Training Room, on Atherton Ave. at 7:30 P.M.



PLEASE ADVISE EDITOR OF ANY CHANGE OF ADDRESS

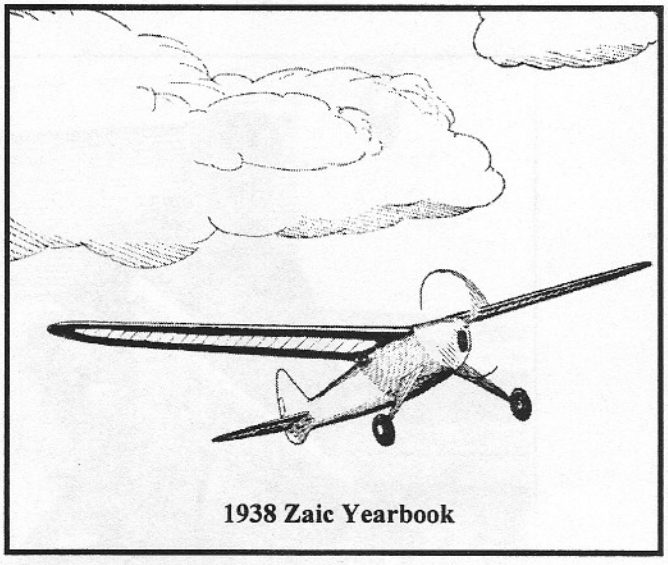
Next meeting: Wednesday, April 19,1995

7:30 PM, Novato Fire Department

P.O.Box 8241, Truckee, Ca. 96162

Antique Flyer

April 1995



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