



Thrustline

The Newsletter by and for the Springfield Model Airplane Club

Website - <http://www.smacoh.org>

Volume 6

June 2005

Officers 2005

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Clem Schmid
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SMAC Combines The Official Opening of the Field And The Freeze Fly at the May 3rd, 2005 Business Meeting



40-degree Temperatures and High winds produced Jackets, Gloves, Hats & Parkas. We stood around the large spool for warmth and shelter. Even Rick Barch had long pants on.

Minutes of SMAC meeting, May 3rd, 2005

Tonight's meeting was held at the Club's flying field on Spence Road in North Hampton. Due to unusually cold and windy weather, it was an abbreviated session. Club President Jeff Traub called the meeting to order at 7:00 PM. There were approximately 18 members in attendance.

Secretary's Report: The report was read by Club Secretary Joe Ferrara. The report was then accepted as read.

Treasurer's Report: The report was read by Club Treasurer Tom Minnich. The report was then accepted as read. Tom also stated the raffle fund currently has approximately \$41.00 in it and the membership stands at 73 paid members.

Old Business

Mall Show: The event was held on 8-10 April at the Upper Valley Mall in Springfield. Unfortunately, there was not a very large turnout. Only 9 Club members participated in the event and there were less than 25 planes brought out for display. Although a number of people inquired about the Club and its activities, we're going to need a larger turnout in the future if we're going to continue the show.

Tractor Maintenance: Steve Kianka stated that he was able to get the tractor repair started and is continuing to work on it. Steve stated we have already spent \$300 of the allotted \$1,000.

New Business

Hats & Such: Club President Jeff Traub stated we have a number of SMAC hats, jacket patches and decals available for purchase by members. Jeff said the hats are \$4.00, patches \$2.00 and decals \$0.50 each. Just contact Jeff or one of the Club officers if you're interested in purchasing any of these items.

Gravel: We need more gravel for the road. Tom Minnich stated he's contacted the company and it's on order.

Monthly Presentation: Due to the cold weather and high winds, tonight's presentation was canceled.

50/50 Raffle: At the conclusion of the meeting, Neil Perkins was the winner of the 50/50 raffle and took home the \$7.00 cash prize. Congratulations, Neil!

There being no further business, a motion to close the meeting was made. The meeting was closed by President Jeff Traub at 7:15 PM.

Respectfully submitted By Club Secretary
Joe Ferrara

Custom fiberglass fairings**By Ron Peterka**

There have been a number of times where I have needed or wanted some special fairing for a modeling project. No, they weren't always scale projects. There was a time when fuselage to landing gear fairings on a sport aerobatic model seemed to be a good way to dress up the model. Another was to add an air scoop that would cover a protruding control linkage. You may find a use for a quick and fairly easy way to make one off fiberglass fairings that are tougher and longer lasting than vacuum-formed plastic.

The example I will use is the fuselage-to-wheel pant fairing I recently built for my scale Stinson SR-9. First, you assemble the wheel pant on the landing gear and cover the area on the landing gear and pant where the fairing will touch.

Next, mark the outline of the fairing and the pant using a pencil or fine line felt-tipped pen. This was a teardrop shape to match the full scale version. Mark the tape on the gear leg where the fairing will end.

Now dig up some non-hardening modeling clay from a craft shop or your kid's toy box. Color is optional here. Apply the clay onto the assembly and form it to the exact shape you expect for the fairing. It's good to undersize the clay form slightly to allow for fiberglass build-up later. Make the surface as smooth as possible using any handy tool. I've used

Popsicle sticks, spatulas and spoons, and X-Acto knives for this step.

It is important that you are able to remove the fairing after lay-up, so now is the time to either paint the area with Poly Vinyl Alcohol (PVA), available at most plastic shops or wrap the area with Saran wrap. The PVA is nice because it cleans off with soap and water after you remove the fairing.

I prefer to use satin weave fiberglass because it forms around compound curves so well and leaves a nice surface. Cut enough pieces to make three layers for a lightweight part, more if structural integrity is important.

Here my preference is one-hour epoxy resin, although if you are fast, polyester resin can be used for a quicker result. Mix up a small amount and thin the mix with about 25% isopropyl (rubbing) alcohol. The alcohol must be the 91% strength and can be found in most markets or pharmacies. The fairings for my Stinson used less than two ounces total.

Lay the first layer of fiberglass on the gear/pant and brush on the epoxy using an acid brush to thoroughly soak the glass. Lay on the next two layers and do the same. Remember, the epoxy is just to hold the glass in place and excess epoxy just adds weight without strength.

When the first coat of epoxy has cured, sand the new glass fairing a little to remove the worst of any uneven application and then apply the second coat of epoxy thinned with 10-20% alcohol. When the second coat of epoxy has cured you can remove the pant from the landing gear and the new fairing from the gear leg. Some prying or flexing might be needed here. The fairing still should be quite flexible.

Trim the new part, sand, and prime for the finish paint. In my case, the fairing is held in place on the gear leg by the paint. They look great!

From Transmitter
Palomar RC Flyers
San Marcos, CA

Is epoxy resin or polyester better for glassing?

Which is better for glassing: epoxy resin or polyester? It's a Ford/Chevy and Beta/VHS question?

Both produce sufficiently hard surfaces, but polyester is softer. This makes polyester sandable. Epoxy is harder; therefore, it is more difficult to sand. Wet sanding works best for both types.

There is no difference in weight. Polyester can be spread a little thinner, however, and it is sandable, so less of it tends to remain on the model.

But polyester stinks. It takes weeks for the smell to go away. Epoxy is nearly odor-free. Epoxy favors peace at home.

Polyester cures with a slightly sticky surface. Primer adheres well. Epoxy requires a light scuffing.

Epoxy resin must be mixed exactly. Try this experiment. Mix some epoxy resin precisely and pour it on waxed paper. Now mix some epoxy at 45:55. Pour it out and let both batches cure. Note that the mismatched batch is softer and has a waxy surface—it didn't cure completely.

Polyester is not fussy about proportions. A variance in the amount of catalyst affects only the setting time.

The catalyst of polyester resin has a short shelf life. Don't use old stuff—it won't cure.

Polyester catalyst is more toxic because it is more concentrated. Always wear latex gloves when working with any kind of resin. For large jobs, wear a respirator and use a window fan.

Don't thin either. Try this experiment. Mix some resin (either one) and pour half of it on a sheet of waxed paper. Dilute the remainder 10% with alcohol or a thinner of your choice. Pour it on waxed paper and let both cure. Observe that the thinned resin is soft, flexible, and it has an oily surface. Thinner resin prevents complete curing.

Epoxy resin seems to adhere to balsa a little better, but that might vary with conditions.

From *Flare-Out*
Twin City Radio Controllers, Inc.
Jim Cook, editor
Shakopee, MN

Several members of SMAC or members of their family are in need of your prayers. Pray for those who have Cancer, By-pass surgery, and Joint replacement. Your kindness with prayers will be rewarded.

Moon Rock

I had a chance to hold and photograph a 2-inch piece of a moon rock that was brought back in 1971 by APOLLO 15. A local firm made the display cases for NASA. The rock is encased in a solid pyramid and lighted at the base. (Clem)

**Calendar of Events**

7 June 2005 SMAC Meeting 7:00 PM

Location: Club Field

Spence Road, North Hampton, Ohio

21 June 2005 SMAC Board Meeting 7:00 PM

Location: TBA

5 July 2005 SMAC Meeting 7:00 PM

Location: Club Field

Spence Road, North Hampton, Ohio

19 July 2005 SMAC Board Meeting 7:00 PM

Location: TBA

2 August 2005 SMAC Meeting 7:00 PM

Location: Club Field

Spence Road, North Hampton, Ohio

16 August 2005 SMAC Board Meeting 7:00 PM

Location: TBA

Heart of Ohio Jet Scramble/Aug 26,27, & 28
Fayette County Airport (NEW LOCATION)
Washington Court House, Ohio

Will Bigger Be Better: A320 vs A380