



THE INVERTED FLYER

NEWS of the BOULDER AEROMODELING SOCIETY
AMA Charter # 906

May, 2000 Edition

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Notes from the President

The next meeting will be at the field, 7:00 PM on May 31.

The officers had a meeting on May 11 and the following items were discussed and are of concern of the Club.

1. Paving Status:

Bid Received of approximately 12500.

Bank Bal- \$10300

Pledges-\$2500.

Currently, 29 members have pledged, 45 have not, we still hope for more. The membership is approx 80, 15 are Life Members, 65 are dues paying. Question: should we proceed? Please come to the next meeting and it will be discussed and any motions discussed.

2. Toilet: The toilet was removed because it cost approx. \$1000/year or about 1/2 of our income. It seemed prudent fiscal practice to remove the toilet and use our income for field maintenance. I would like to see more discussion of how to make the toilet possible. I would like to see a volunteer committee assembled to come up with a workable solution. Come to the meeting and bring suggestions and volunteer for the Toilet Committee.

3. Work Day: We need another day for cleanup. Come at 9:00am on Sat. May 27th for mowing and general cleanup. We got the new tables installed with some new covering, painted stands, leveled grounds, and worked on the weeds last time April 22. Thanks to all that helped. Thanks to Dean for getting the new tables.

4. Float Fly at Res. May 20: We need some help so come about 7:00 AM and help with the tasks. I understand the Corwin's have volunteered the boat.

5. The new frequency board is ready for installation. Thanks Herb

6. Mowing, We need volunteers to mow the East grass. Steve Croft is coordinating.

7. The next meeting will be at the field on May 31. Come early and fly. We hope to have several large and beautiful planes there. If it is raining we will meet at the VO TECH Bldg. out on east Arapahoe. We have lots of items to discuss, so please come.

Wendell Wickstrom, President

Minutes of the April meeting

President Wickstrom called meeting to order at 7:35 pm.

Treasurers Report:

Checking Account	\$9400.00
Loose Cash	\$180.00

Pledges for Runway \$1900.00

The club has gained four new members over the last few weeks.

A new lock has been installed and keys have been sent following paid up dues.

The instructor program was mentioned, but put on hold, as Phil Youngren was not present. Russ Larsen has the Red Hats for instructors on order.

Upcoming Activities:

The Float Fly is scheduled for Saturday, 05/20/00. The club will need helpers, starting at 7:00 am. Help will be needed to direct people and to assist with the frequency board. It was reported that Ken Corwin will bring a boat.

The Longmont Fly-In is scheduled for June 24 and 25. Tony Kilwein is coordinating activities. There will be an opportunity to fly models, as well as static displays.

Wendell reported that the porta-potti was removed, in order to save approximately \$700.00 per year. One idea is to try to purchase a used unit. Some members are concerned about the inconvenience of not having a porta-potti at the field. Ken Ringer reported on discussions of the Seniors Committee. He suggested contacting Councilman Corson.

Herb Wiedemann reported on progress with the new frequency board.

Paving:

Wendell reported on the meeting with the Paving Contractor. The North – South runway could be resurfaced for \$12,000.00. This did not include any work on the East – West runway, or the taxiways.

Discussion followed. Should the club proceed with the project, while continuing to raise money? Some ideas:

Borrowing money from members

Members pre pay dues for future years

Add surcharge to dues

Obtain additional pledges (15 of 75 members are pledged)

Draft a letter to be sent to the membership, asking for pledges

There was a consensus of members to postpone the project, and to evaluate on a month to month basis.

A work session was scheduled for Saturday, May 27th, at 9:00 a.m. Table tops need repair, as well as weed control is required around the field.

Meetings for May, June, July, and August will be held at the field at 7:00 p.m.

The club website is progressing.

Terry Edwards reported on a substitute for Model Magic Filler. Lite spackling is available at K-Mart and Home Depot.

Dean Chandler talked about engine corrosion protection. A number of float planes were displayed by members. The meeting was adjourned at 8:30 p.m.

Respectfully submitted,

Russell Larsen, Secretary

Porta-Potti

Dear Friends and Fellow Club Members:

I have just returned from the field and wonder if we are going to POT.. we are POTLESS! This is not good.

When did the Club decide that we can violate the Golden Rule and basic human needs? I must remind you that we only have city permission to use city property for our own enjoyment. The City can revoke this permission (privilege) at any time for any reason. We are bound by our agreement with the City to abide by all City laws and regulations as well as the AMA Safety Code and our Club Rules.

I must remind you, we are only tenants, and so far, good tenants. The City gave us permission to build the runways, the shelter and provide a port-a-potty at our own expense. We, as a club, took on these projects for our own enjoyment and comfort. Over Time the port-a-potty is now used more by the public than ourselves. However, we provided the port-a-potty on our own, and therefore, must continue it.

I have great concerns that our relationship with the City could be in jeopardy. Why? The reason is that the public now expects the facility, and more importantly, public urination violates City and State laws. We could be at Risk! Just as importantly we are showing great disrespect for our visitors all because we think more about overlaying the runways than public health and comfort. This is a mistake!* We are thinking more about ourselves than others.

Where is the Golden Rule? What if we do overlay the runways and then someone complains to the City that a comfort station is not available on public property? What about our wives, sisters, aunts and children. Are they not important to us? Don't we care about them? I think not! If we cannot afford both maybe we should take up another hobby such as under water basket weaving or stamp collecting. That way we will not be beholden to any one but ourselves.

I have been a proud member of the Boulder Aeromodeling Society for over twenty years. I have given freely of my time, talents and money and enjoyed every minute of it. I will continue to do what I can for the benefit of the City, the Club and the Academy of Model Aeronautics. I do not want to risk losing the field because of a mistake!

Phillip M. Youngren, AMA 6382

*mistake [mis.tak'] *v.t.* to misunderstand; *v.i.* to err; *n.* an error... *a.* wrong..."to err is human"...Webster's Dictionary
-editor

Notes from the Treasurer

Greetings all. First off, let me state that I feel privileged to be associated with a fine group of dedicated modelers who are committed to making our club a class and professional operation. Over the months, several of you have come forward with your personal pledge to improve the flying field and I feel you deserve some recognition. Out of all the pledges returned to me, only one no-pledge was received. Of a roster of 90 members, over half have come forward with either checks, donations, or pledges towards our paving cause. Even brand new members who just joined us have pledged! Thanks to all of the following and I hope that I might have the privilege of flying with you off our newly paved runway someday;

Richard Anderson, Chuck Armantrout, Jonathan Bachelor, Augie Bruno, Dave Butler, Dean Chandler, Bob & Ken Corwin, Thomas Dean, Terry Edwards, Dean Ehn, Bill Fischer, Roger Gerber, Rudy Glick, Ed Grau, Jacque Harvey, John Kolberg, Russ Larsen, Nick Mati, Glen Miller, Al Petkus, Ken Ringer, Richard Rooney, Tom Slauson, Lee Sturgeon, Dan Valega, Brent Warren, Wendell Wickstrom, Herb Wiedemann, Ken Wilson, and one other member who asked not to be identified.

We still are short by about \$1900. If nineteen out of the other 45 noncommitted members could come forward with a pledge of around \$100, we can make this happen. Think of it this way. The runway was paved about ten years ago. That means that if we do it right, it should last at least ten years. That is ten dollars a year on your part or the equivalent of one trip to Wendys for you and a friend or two. How 'bout passing up that trip to that burger haven just once during the next year and you will have justified the flying you will be enjoying ALL YEAR on our beautiful runway!

This is the final push, gentlemen. You will hear no more comments from me on the pledge. I would rather be spending my time building than pledge work, personally. If we cannot gather the support, the checks that some of you have written and any money donated towards this cause will be returned in full and the club will only be out the cost and time spent by me and others on mailings and estimate gathering.

'nuff said. Anybody seen a Luscombe model? I am drawing the plans and am now constructing a one-fifth scale model of the aircraft that I owned for 14 years. Powered by a Saito 90 twin that fits perfectly under the cowl, it should weigh around ten pounds. 7 ft wingspan, wheel pants, the works. Hope it flies. Anywho, keep the blue side up and do plan on skipping that one trip to wendys or Mcdonalds this year.

Steve Croft, Treasurer

Re-covering Your Airplane by Ken Chadwick

Want to re-cover your ARF? This is what I did. I wanted a stick-type airplane for some general sport flying. I found what seemed to be a likely candidate at our club auction. It was a .60-sized red ARF with the standard stick markings.

It had three servos and an older engine. The airplane seemed to be well-built and structurally sound, but I noticed that some of the covering was coming loose in various places. The covering was the sticky back kind, similar to contact paper.

Fuel had seeped under the edges and turned the adhesive to goo. The fuselage fuel tank compartment and some of the forward servo box was fuel soaked. I found that the firewall had a hole cut in the center for the cap of the fuel tank to go through, and it had not been sealed off. Also, the outside of the fire wall, had not been fuel proofed.

I removed the engine and other hardware from the fuselage. To treat the fuel-soaked area I put about two cups of dry plaster of Paris powder into the compartments. I then cut up some foam or other light material to fit into the compartments, with at least 1/4 inch space all around. Pack the powder into the corners, under and between the foam and the sides of the fuse then set it aside to work (one-two weeks).

I went through a learning experience working on the wing. First, I removed all the hardware, like control horns and servos. I then removed the covering. This type of covering doesn't act like any kind that you might buy at a hobby shop. The adhesive was very strong and did its job well when it was new. I tried the conventional means of removal using a heat gun. I discovered that this covering has a low melting point so it blisters up and has no strength when heated.

The covering had to be peeled off cold and improves slightly if warmed. When peeling the covering cold, sometimes a little balsa came off with it. This turned out to be a labor-intensive job. Most of the covering comes off in small chunks and some times even tiny pieces. Once the covering was off, I made repairs to the structure of the wing. Some of the wing ribs were broken and cracked, and the balsa that came off had to be replaced using cyanoacrylate (CA) glue. Now I needed to remove the remaining goo that was left behind. I used acetone with steel wool to scrub it off. The goo surrenders to the acetone easily and should be followed up with a clean rag and acetone wipe down. Do this outside or with very strong ventilation. It's definitely a fire hazard. Rubber gloves are a must to protect your hands.

Sand the whole surface of the wing with 200-grit sandpaper and reclean any goo you missed. Use some filler or light spackling to fill any surface dings and irregularities, then set the wing aside to dry out. When the filler is hard (6-8 hours), sand these places again to smooth them out. Wipe the surface with a tack rag just before applying any new covering. Follow the covering manufacturer application recommendations. I didn't use any Balsarite®, and I had only one small place where the new covering wouldn't stick. This was remedied by putting an application of thin CA on the effected area and immediately wiping it off. The new covering will stick to the film of cured CA.

When the time is right, clean the oil soaked powder out of the fuselage. Using the same procedure as the wing, remove the covering from the fuselage, clean, sand and fill any imperfections. Next I set the fuselage on my table and using

a level and blocks, checked the incidence of the wing to the horizontal stab. I found the stab was tilted to one side and slightly cocked.

The tail feathers had been originally installed with epoxy. To remove these pieces without breaking them, put the heat gun on high and heat the epoxy. Keep the gun moving so you don't scorch the balsa. In about five minutes the epoxy will lose its bond, and with some wiggling and gentle pulling the pieces will come loose. Keep heating the excess epoxy and scrape with a scrap of pine or other suitable wood.

To reinstall the tail, block and level the fuselage as before. Dry fit the stabilizer and check for proper incidence use T-pins through the stab to hold the correct position on the fuselage. Remove the stabilizer and apply five-minute epoxy generously and replace on the fuse. Check the incidence and wipe off any epoxy that squeezed out and let it cure in place (30 minutes). Check the angle to the horizontal stab and vertical fin with a small carpenter square. The centerline must be parallel to the centerline of the fuse. Check with a long straight edge.

Epoxy and reinstall the vertical fin blocked in place to maintain the correct position. Wipe off any excess epoxy and allow it to cure. Now sand the filled spots, tack rag the structure and re-cover the fuselage.

To fix the fuel soak-in problem I used modeling clay or paraffin to fill the mounting, push rod, and fuel line holes in the firewall.

I then put a thin coat of CA on the outside of the firewall followed by a coat of five-minute epoxy, overlapping the edges of the covering. When the epoxy cures, clean out the holes and reinstall the fuel tank with a bead of silicone sealer (enough to fill the gap) around the base of the cap. Allow a day for the silicone to cure then reinstall the hardware, radio gear, and check the center of gravity. Charge the batteries and your ready to go to the field.

**from Vapor Tales, Fred W. Harvey, editor
307 N Brook Forest Road
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Notes

Brent is going to show his video in Nederland on the 10th. Here's the info:

"WORLD PREMIER" of "Marvin's Fly'n Boat" A video documentary on the "Spruce Goose Model Project" started by Marvin Lewis, finished by members of the Boulder Aeromodeling Club, filmed by Brent Warren. Saturday, June 10, 2000 at the Nederland CO, Community Center Auditorium. 7:30 pm. \$5.00 at the door. Call Brent at 303 258 3633 for info.

The schedule is getting busy. Get your calendar out and start making plans now. By the time you read this the Float Fly will have happened. Get to the Field work day on the 27th if you can.

Ciao...

Chuck Armantrout, Editor

ON THE HORIZON

BOULDER AEROMODELING SOCIETY

<http://www.milehighflight.com/BoulderRC.htm>

May 20 BAS Float Fly, Boulder Reservoir
May 27 Field work day 9:00 AM
May 31 Monthly Meeting, 7:30 PM
Boulder VoTec Center
6600 Arapahoe Street, Boulder
June 25 EAA Show Longmont Airport

JEFECO AEROMOD'LERS

<http://www.cris.com/~htsimps/jefco/jfcohome.html>

June 10-11 9th Annual Denver Jet Rally

ARVADA ASSOCIATED MODELERS

<http://members.xoom.com/aamodelers/>

LOVE-AIR R/C INC.

<http://www.fortnet.org/loveairrc/>

May 27-28 IMAC contest

MILE HI

<http://www.milehirc.com/>

Classifieds

For Sale Q-500 REVLUTION (by Delponte) brand new (never flown) completely finished, ready to fly. W/JR 331 servos, Hayes hopper tanks, (6OZ) 5 cell nicad 270MA battery, balanced & trimmed, requires computer radio. \$475.00 w/o motor. with TTPRO40 \$550.00 contract Bryant Johnson (303) 466-6599

Ads provided at no-charge to members

THE YELLOW PAGES

A listing of area merchants whose products are of interest to model aviation enthusiasts; provided as a service to our members.

Boulder Hobbies, 2125 32nd Street, Boulder (303-442-8669), Phil Battany
Hobby Town, 800 South Hover Rd. Longmont, (303-774-1557) Jim Koln.
Don's Hobbies, 815 10th Street, Greeley (970-353-3115) Tony Farro
Things with Wings, 6268 W. 10th #2 Greeley (970-352-1067) Jim Richardson
Hobby Town, 6815 W. 88th Ave., Westminster, (303-431-0482), James Miley.
Hobby Giant, 5545-A, Olde Wadsworth, Arvada, (303-940-9238), Larry Cencich.
Action Hobbies, 1477 Carr, Lakewood, (303-233-6275), Glen A. Magree.
Heliport Hobbies, 1400 W. 70th Street, Denver (303-430-8828) Also
Magnum Fuels

The Inverted Flyer is published monthly by the Boulder Aeromodeling Society as a service to its members. Submissions for publication are encouraged and can be but are not limited to: articles pertaining to Aeromodeling, letters to the editor, short news items of general interest to BAS members, and announcements. Space permitting, all submissions will be published except as follows: no anonymous letters or any submission containing morally objectionable content or language, as judged by the editor. Classified adds will be provided to the members of BAS free of charge. The deadline for all submissions and classified adds will be the second Tuesday of the month for publication on or about the third Wednesday of the month. Opinions expressed in the Inverted Flyer are not necessarily those of the Boulder Aeromodeling Society general membership.



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