

TOSS - UP

PRESIDENT:
Edgar Weisman
752 Camino Valles
Thousand Oaks, CA 91360
(805) 498 - 8878

VICE - PRESIDENT:
Mike Reagan
14705 Loyola Street
Moorpark, CA 93021
(805) 529 - 5513

TREASURER:
Larry Jimenez
1943 Channel Drive
Ventura, CA 93001
(805) 652 - 1937



SECRETARY:
Dane Vannett
4365 Amberwick
Moorpark, CA 93021
(805) 532 - 2473

FIELD MANAGER:
Edgar Weisman
752 Camino Valles
Thousand Oaks, CA 91360
(805) 498 - 8878

MEMBERSHIP DRIVE:
Larry Jimenez
1943 Channel Drive
Ventura, CA 93001
(805) 652 - 1937

NEWSLETTER

EDITOR / PUBLISHER: Bob Swet, 2600 E. Ponderosa Drive #15, Camarillo, CA 93010 -4737, (805) 388 - 9619

UPCOMING EVENTS

MONTHLY MEETING: Wednesday, October 26th, 7:30 PM, Cameron Center, Thousand Oaks, CA
Topics: 1) Cross Country Contest, 2) Possible increase in dues for 1995, 3) Visalia, 4) Delta Cub Workshop 5) New retriever 6) Replacement of Monthly Club Contest with X-Country.

CROSS COUNTRY CONTEST: November 12th & 13th, 9:00 AM, Flying Field, Taft, CA
CONTEST DIRECTORS: Edgar Weisman and Myles Moran

SC² CONTEST: November th, 9:00 AM. Hosted by Pasadena Soaring Society at Pasadena, CA

JULY MEETING NOTES:

OLD BUSINESS

1) Edgar Weisman made a disclaimer about club members being "hostile". Again, the point that the very competitive pilots are usually pre-occupied rather than anti-social. Another statement Edgar brought up was that it takes a tremendous amount of time to train a beginner. A plea was put out for any non-competitive "expert" pilots to please make an extra effort to help the trainees. The subject of dedicating specific "help" sessions at the field may be a possible way of maximizing time and efforts.

I am sure that this is not finished. So if you have and opinion or suggestions, please let us know at the next club meeting.

NEW BUSINESS

1) Sale of the winch donated to the club by Chuck Griswold to Mike Leal was approved unanimously. Proceeds from the sale will go to the general treasury.

2) Larry Jimenez is investigating a free checking account for the club. Our current account costs approximately \$96 per year.

3) A brief discussion was held on operating retrievers safely as the result of a line blowing onto the street during the September Club Contest. There was a possibility of injuries and property damage. Luckily there was none. Additional training for all operators will be given. It was stressed that if you have not been trained on the particular retriever that you are being asked, do not operate it until you have been. In that case, inform the requester of the situation.

4) Bob Swet will work with the National Park Service to make arrangements and firm up the date for the December Delta Cub Workshop at Paramount Ranch. This function is one of the conditions for the ability of using the flying field at Paramount. So please come out and support your club. You are welcomed to bring your kids, friends or even your friend's kids.

5) Larry Jimenez brought in for show a new prototype slope kit built up in the form of an F-86. This 9.5 ounce, aileron and elevator plane featured a built up balsa fuselage with balsa over foam wing. It featured an SD-8000 air foil which permits fast flying speeds. Larry did not recommend this kit for

novice builders due to its vague instructions. An interesting point was that the kit is capable of being built in multiple configurations including a Mig, F-80, as well as F-86 simply by changing the tail sections, canopy style and wing sweep. Sorry that I missed who was going to produce these kits, but I am sure Larry would be happy to provide the details.

RAFFLE WINNERS

Winners included this month were Charley Babcock (Supper Ridge Runt), Chase Keightley (CA glue collection), Charley Babcock again (Allen wrench set) and Bob Swet (E/Z trimmer).

TREASURER'S REPORT

As of 10/21, TOSS has \$ 425 to its name along with approximately \$ 120 plus in debts.

QUOTE OF THE MEETING

If you have to cheat to beat me, that's OK.
said by Paul Trist

NOTE FROM YOUR EDITOR

I'll bet that most of you will be writing something nasty about the lack of contributed articles from TOSS club members. If so, you are wrong. I just wanted to amend a mistake that I found in last month's newsletter.

In the rush to write, edit and publish last month (so I could work on my new Genesis), I overlooked an error (actually quite a few) in the R/C Aircraft Frequencies and Adjacent Sources table. It seems that the second digit of the R/C channel was cut off during printing. The first frequency should read "R/C Ch.11", the second is "R/C Ch. 12" "R/C Ch. 60". Please correct your copy. Corrected copies can be obtained by looking me up at the field or the next meeting or dropping me a line.

I hope that this sparked a little interest and made fellow pilots aware that not only do you have to worry about other pilots but also that there are other (high power) sources that may also cause radio interference in localized areas. Stay safe...Bob

OCTOBER MONTHLY CONTEST

Art McNamee held a 3,5,7 minute flight times, any order, worth 700/800/900 flight points. Landings were worth 300/200/100 points as scored on a 25 foot tape.

Weather was good with light winds in mild Santa Anna conditions. We were all amazed that they died out rather than picked up in velocity. In fact, by the time we were leaving, an on-shore breeze had started.

The club's new "easy to operate" big wheel retriever was brought and given the test. Just about everyone gave it a try. Low and behold, no tangles and no problems. I think it will be a winner. If you have not tried it, please get instructions first.

We had many pilots from other clubs participating. They certainly increased the level of competition. Toss would like to all those who drove out to the boonies just to demonstrate their skills. For those we hope you had a good time and we are looking forward to see you again in December.

Bob

SOUTHERN CALIFORNIA SOARING CLUBS

1994 OVERALL STANDINGS 7 of 8 Contests TOSS MEMBERS

1	Mike Reagan	6886.6
4	B.J. Weisman	6825.4
7	Edgar Weisman	6701.4
32	Art McNamee	5081.3
38	Bob Swet	4509.3
76	Myles Moran	1963.2
88	Dane Vannett	1730.3

BE WARNED !!

During the September contest we had a near mishap due to someone operating a wide band (non 1991 approved) radio. Let me remind you all that this is against club rules and would nullify our insurance coverage. Luckily there was only minor damage to the sailplane and no one was injured. Root cause of the crash was from another pilot operating on an adjacent channel.

The wide band receiver interprets the adjacent channel signals as interference once the plane has some physical separation with its associated wide transmitter. For those technical buffs, your signal strength decrease by the square of the distance. Luckily the wide band transmitter was not so broad band for it could have brought down the glider operating legally. That could have been quite an expensive way of learning it doesn't pay to be cheap.

As direct result of this incidence, prior to the next contest, ALL transmitters will be verified and spot checks made randomly at the field. So if you own a wide band radio, it is best that you save it for those uncontrolled flying locations.

(This article was originally published in the September issue of the TOSS-UP Newsletter and has been repeated due to importance for Safe Flying)

For Sale

SAIL PLANES for Sale:

Contact Rich Warrick (805) 640-0589 if you are interested in the sail planes listed below.

COYOTE Slope Plane - Built up wing, Partial completion of fuselage, one roll of salmon color MONOKOTE ... \$50

3 Channel Futaba radio, Model FPT3S transmitter (Pre - 1991) on 72.240 MHz ... Best Offer

SAIL PLANES for Sale:

Contact Ed Oldenburg at (805) 499-6354 if you are interested in the sail planes listed below.

FALCON Thermal Sailplane with graphite bagged wings. Weighs 80 ounces. Would make great slope ship..... \$300

PIXIE by Dodgson \$200

WELCOME ABOARD MIKE PRAGER

TOSS would like to wish Mike a hearty welcome to Southern California. He last hailed from the midwest and has just recently moved to Ventura. By some strange chance, his earlier domicile was back in North Jersey (my home turf). In fact, Mike was a member of NJSS (my old alma mater) joining just after I migrated to California. So I know he is used to flying in high winds and cold weather thermalling. If you ask, I am sure that he has some

wild tales about soaring high above the cold, hard, white stuff as well as landing in it.

I find it hard to believe that I could move three thousand miles and join an R/C Glider club only to discover that there are two members that belonged to clubs that I too had the privilege of being a member. In case you didn't know, Edgar Weisman and I go back to the mid 70's where we flew at Comsat Laboratories in Clarksburg, Maryland as members of DCRC. Incidentally, I was the co-founder of the Comsat R/C club and helped obtain the flying site (referred to as "the front forty") at my place of work at that time.

Back to the originally subject of Mike. We hope that you will enjoy our year round "good" flying conditions. You will soon learn what it is like to compete against some of the best R/C Glider pilots in the world.

Good Luck and we hope to see you at the field allot.
Bob Swet

THE THRILL OF DEFEAT

This was my lucky year. After failing in three previous attempts of entering the Visalia Fall Soaring Festival, things finally fell my way and I received the privilege of participating in what is probably the largest R/C soaring contest in the USA. Now I know why it attracts more registrants than flyers. This year they had 241 pilots trying their best, only to be beaten by Roger Lackey (flying a MAKO).

I went with an open mind and left with a wish list as long as my Genesis' wing. Did I forget to mention my dream of someday winning the contest?

Needless to say this event is an eye opener. From Friday night's pilot Sign Up meeting at the until the last raffle prize was awarded Sunday afternoon, you were treated to one of the best run contests that I have ever attended. Thanks CVRC.

Saturday morning started bright and early. After several cups of coffee and a breakfast at Denny's, it was off to the field for a 7:45 AM Pilots Briefing during which the flight order was determined. It was then a scramble to find a timer which would be available. Luckily and thankfully, I was able to team up with Art McNamee who brought allot of experience of flying a Genesis to my aid. The tasks for the day were a 3, 5, 7, 4 and 2 minute flights worth 1 point per second and landings worth 25%, 15% and 10% based upon which box you landed in. The center box (2 ft long by 4 ft wide) was worth 25%. The boxes to its front and back were 4 ft long and worth 15%. The two boxes at either end were 8 ft long and worth (you guessed it) 10 %.

Eventually my name was called and it was my turn to fly. Down the grassy midway of canopies I carried my new pride and joy. Soon, with knocking knees and jittery thumbs, my new Genesis was off into the wild blue yonder embarking on its longest (3 whole minutes) flight of its life. My landing, I would just like to say that it left much room for improvements. What did I care. I came to have fun and to enjoy the camaraderie. So I was successful. The following flights proved that I had much to learn when it comes to flying a full house sail plane.

Sunday began similar to Saturday starting with a pilot's meeting at 7:45 and flying at 8:00 AM. That days tasks were a 4, 6 and 8 minutes flights scored the same way as on Saturday. Regrettably, my sleep learning did not work. Around 12:30 PM, the

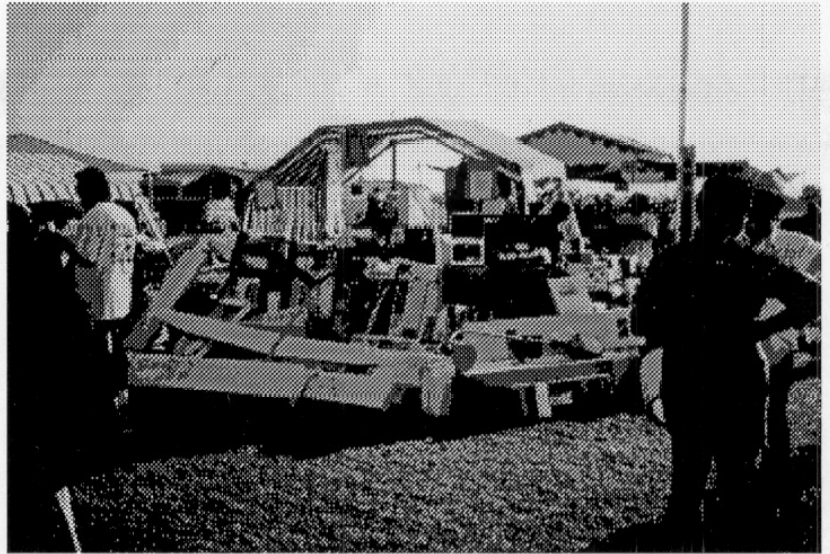
super raffle started. If you have not ever been there, it would be difficult to imagine the amount and range of prizes that were given away. Everything from a gas BBQ to a Super V glider and almost anything between. Just ask Larry Jimenez. For just a mere \$25, he walked away with an electric weed wacker and a Shadow kit. As for me, I had split the group with Larry (along with purchasing a few other tickets), was not as lucky.

TOSS's top finisher was B.J. Weisman. Who after a flyoff, finished fifth using his new 100 inch Super V. Edgar Weisman and Mike Reagan finished in the top 30. Also attending and not doing as well, were Don McNamee (he was doing very good until a landing was missed), Art McNamee, Myles Moran and Jonathan Spoer.

My special thanks to Mark Levoe and the Super V crew for letting me bum around in their area (special note - 3 of the top ten finishers were flying Mark's Super V's). To Art and his persistent assistance / patience.

So am I looking forward to next year? You can bet your winch on that!

Bob Swet



Thousand Oaks Soaring Society

DELTA CUB WORKSHOP

December, 1994

We need your support and help.

Contact: Bob Swet, (805) 388-9619

The Fledgling

Tom Dean

REPAIR

You may find it hard to believe, but sometime during your flying experience your plane will suffer some degree of damage either as a result of a flight accident or hanger rash, (walking through a 4 foot wide door with a 6 foot wide wing). A decision must be made as to whether or not the damage qualifies as a field repair, or for the safety of the plane and others, you decide that the repairs would best be made in a more controlled setting. After any hard landing, or other incident involving the plane, check it over very carefully. Subtle things like a loosened servo, shifting ballast, loose electrical connections, fractured bulkheads, bent push rods, etc. can result in a catastrophe during your next flight. If you have any misgivings as to whether or not your plane is airworthy, don't fly it. There will be other days, and other contests.

FIELD REPAIR KIT

Mylar tape, zap, and 5 minute epoxy are the most commonly used field repair materials. You should have these and the tools needed to utilize these materials in your flight kit. You should have an exacto knife with a good blade, scissors, tools for adjusting any hardware items on your plane, and medium grade sand paper. A few spare parts wouldn't hurt either, such as an extra tow hook, servo, servo arm, rubberbands, extra wing mounting screws, etc. A few scraps of balsa, hardwood, and some thin plywood can come in very handy for repairing a built-up wing and a balsa fuse. There are some neat tools such as butane and car battery powered soldering irons, and battery operated dremel tools that can save your bacon if you can afford it, (the tools, not the bacon).

FIELD REPAIR

The most common damage to a built-up winged aircraft are tears on the bottom of the wing. This is serious structural damage! The covering such as monocoque, is a major component in the strength of the wing. Mylar tape makes for a pretty good field repair, however, be aware that it won't be as strong as

replacing the entire panel back in your shop. A caved-in leading edge, while ugly can usually be repaired in the field. Make sure that the spar hasn't been damaged. If possible, make the repairs from the top of the wing. If the covering isn't torn, you will still need to make an incision to apply zap and to push the broken wood back into shape. Make this cut parallel to the spar. This direction will cause the least amount of structural damage to the covering. Wing tips seem to take a great deal of abuse. Zap and tape as best you can. Structurally, this part of the plane is the least affected by damage. CAUTION: Zap desolves foam! Use only epoxy for repair of foam core wings. Some fairly major looking damage to the fuse can be easily repaired in the field. Be aware that previously glued joints will not hold as well as fresh wood when reglued. Zap and most other glues work by flowing into the pores of the mating wood members. If the parts were previously glued, the pores are plugged. If possible sand down the mating surfaces. If this isn't possible use 5 minute epoxy instead. Damage to the tail surfaces are common. Triangular strips of balsa can be used to help hold the vertical and horizontal stabilizers in place. Be aware that you may have affected the balance of the plane as a result of these repairs. Re-check the CG location after the repairs are made. Broken or loosened bulkheads and servo trays should be epoxied in place.

MAJOR REPAIR

OK, so you just stuffed it into the ground. More often than not even terminal looking damage can be repaired. First of all, pick up and save all of the pieces. Even if you don't re-use them you may still find them useful as templates, or at least for identifying the grade of material used. When you return to your shop, remove the radio equipment and check it for damage. Check all of the connections on the servos, cables, and batteries. Clean it all up and set it aside. Get out the plans that you saved. Strip off all of the covering that has been damaged. Examine every part of the plane very carefully. Approach the task with the attitude that the thing is already partially built. All you have to do is finish it. All of those scraps that you saved from this kit and others will now come in very handy. You may also require new balsa

that you can purchase from your local hobby store. Plywood members that have been broken should be replaced. Glued plywood doesn't have nearly the strength as new. Glued balsa is just as strong as new if the joint is cut on a diagonal to the grain, and not perpendicular to it. However, it weighs more. After all of the repairs have been made, go through the same checkout procedure prior to your first flight that you would with any new plane. The flight characteristics, trims, CG location, et. will all have changed.

Soaring Corner

by Tom Hagney

This month's article is based on a telephone conversation with the Airtronics Customer Service Department. Most of you have probably seen the articles and advertisements about the rubber ducky antennas and the new breed of Airtronic compatible receivers. After reading the advertising hype and seeing articles in various magazines, I became confused. Much of what I was reading was contradictory. I decided to go to the source and get the best information on Airtronics Radio systems, Airtronics. The following conversation was taken out of context (Conversation was not recorded.)

- TH:** I've heard a lot about the new rubber ducky antennas. Some people swear by them. Several of our club members now have them. I was considering getting one for my Vision, until I saw the article in R/C Soaring Digest indicating a problem. What can you tell me about these antennas?
- AR:** Airtronics does not recommend these antennas. We have seen numerous radios in our service department with memory problems. These antennas were originally designed for 144 Mhz applications and are cut in half for 72 Mhz. The Rf energy is directed out the ends of the antenna. The energy emitting from the base is directed into the radio's internal workings. In some cases this energy is wiping out the memory module. Needless to say, if this memory is wiped out while your aircraft is in the air, you could lose your plane. The antennas are also very directional. For best reception by the receiver, the antenna must be pointed at the plane (this differs from traditional antennas, which should not be aimed at the receiver for best reception). If you wish to use these antennas, do so on the non-memory type radios, i.e. Vanguard. Again these antennas are not recommended for the Vision.
- TH:** Several Radio Receiver Manufacturers are advertising fully compatible "Airtronics" receivers. These include DAD, Hitec, and RCD. Are they really "Fully Compatible?"
- AR:** Yes they are. All of those mentioned are fully compatible.
- TH:** I was told by the manufacturer's representative for DAD that the Airtronics is not a linear type radio system and therefore none of the Airtronic crystals will work with the new DAD receivers.
- AR:** Two things. First Airtronics is linear. Secondly, however, only crystals recommended by the individual receiver manufacturer should be used in their receivers. This has to do with the way the crystals are cut. It is best to use Airtronic crystals in Airtronic radios.
- AR:** I was also told that with the DAD system, all I had to do to change receiver frequencies was to swap out crystals. It was recommended to do a range test first. However, there shouldn't be any problems. I should be able to go from channel 11 to channel 60 with no loss of performance. With the Airtronics system, the radio and crystal have to be tuned as a unit and it is not recommended to swap out crystals because the response is not linear.
- AR:** Again our receivers are linear. You can also swap out the crystals on our radios with no loss of performance. You should only use Airtronic crystals, again because of the way the crystals are prepared. A range check is always advisable.
- TH:** I would like to get another transmitter module for my Vision. Do I have to order them directly from Airtronics. I can't seem to find them anywhere.
- AR:** Yes, you can order the modules directly from us, either by mail or phone order. The part number is 93782-XX. The XX is for the crystal channel number that you desire. However, you should be able to find the modules at any large hobby shop. The transmitter module for the Vision is also the same one for the Infinity 600 and the Infinity 660. The retail price for the module is \$60 direct from Airtronics. The price at some shops can be as low as \$45.
- TH:** Thank you for all your information. The last question I have relates to your hinging tape. Where can I get it?
- AR:** That item can only be obtained direct from us. The stock number for the hinging tape is ASD-501. The cost is \$5 for 10 feet. We also have the gap tape for \$5 for 10 feet. Stock number for the gap tape is ASD-502.
- TH:** Thanks again for all your information.

That concluded our call. As you can see, there is plenty of mis-information circulating about radio equipment. I hope this clears up some of your concerns. By the way, I would like to order some of the hinge and gap tape from Airtronics. Is anyone else interested? Maybe we can send in a bulk order and save some money on shipping. Let me know at the August meeting. Until next month, keep 'em flying. Note: Airtronics' address and phone are:

Airtronics, Inc.
11 Autry
Irvine, CA 92718
(714) 830-8769

George Steiner's Test Results

Dear Dave, I did the antenna test-----

Test date August 4, 1994 to see if a new type Rubber Duck antenna by Smiley Antenna Co preformed as well as the standard transmitter antenna that comes with the transmitter. Using the new 660 Infinity transmitter with an older 92575 receiver. This receiver was previously tested with a Vanguard transmitter on Sept. 11, 1993 with a 3 count for a five minute flight. As stated from previous GR tests, a count of 300 on the GR unit is the point that visual glitching will start to show up. Just to set a standard count, the receiver was tested with the Infinity transmitter this date with antenna extended all the way out. A five minute flight produced a 9 count on the GRPCM recorder. This looks normal for a five minute flight. Transmitter antenna was then collapsed to twenty inches and the count went up to 164 for the next flight. Changing the transmitter antenna to the new Rubber Duck by Smiley and making two five minute flights as before with the same flight pattern gave a GRPCM recorder reading of 92 and 83. The indication at this point is that this Duck antenna in the Infinity transmitter is about 30% less effective than using the standard whip antenna that comes with the 660 transmitter. This Duck antenna has many other advantages in the handling the transmitter in or about models that offset the less effective performance. The only time one would be caught short on performance is at extreme range distance and some low power interference came along. With normal flight use, one would never notice any difference between the two types of antennas.

George Steiner.

From Modesto R/C Club Thermal Topics 10/94

Secrets of Speedbuilding

by Chris Beehler

Over the last couple of years the running joke in our club has been something like this: "Chris bought another airplane kit. I guess he'll have it done by this afternoon". While it is true that I do build quite fast, there are some definite tricks to help any builder speed up the job at hand. They are not mysterious, but simple things that many of us overlook in the process of building.

The first thing is something I picked up from my days of bracket racing and building engines for cars, and that is keeping and maintaining a clean shop during the building process. Doing this prevents what I call "The Reverse Hallucination". How many times have you searched your bench, looking through the clutter for that elusive part or the x-acto knife you swore you saw only five minutes ago? As a routine practice, I am constantly sweeping up, discarding unnecessary items, and organizing my tools before, during, and after completing ANY assembly on a model. You would not believe how much time this will save during the course of building a fuselage for example. Just taking a few seconds here and there to keep your shop neat will save any modeler hours of aggravation and keep the fun in the building process.

The second thing is tools. Again, more habits from my racing days. God forbid I ever got caught at the track and not have the right tool for the job at hand. I'm not saying you have to buy every exotic gizmo that comes along, but common sense would dictate that you have the right equipment on hand to complete a task with the minimum of fuss. (Like Tim Allen of 'Home Improvement,' I am a tool freak and will buy just about any new thing on the market.) Tools also means not only having the necessary items, but USING the right tool for the job. As an example, I have heard many complain about the time it takes to sand, lets say, a balsa block for a wing tip. Many will actually sand the whole block by hand. WHY? This could take hours. Why not just nail that sucker with an X-acto, Zona saw, or better yet, a Dremel with a carbide sanding drum. That wing tip will be shaped and final sanded in minutes instead of hours. (And don't forget to clean up the dust. Neatness counts.)

Last, AND MOST IMPORTANT, is preparation. So many of us get that new kit and rush home and start building so fast we have no concept of how the thing really goes together or what part fits where. Get to know the kit or project first. READ the instructions, study the plans, look at and organize the parts by sub-assemblies. KNOW HOW THE AIRPLANE IS PUT TOGETHER BEFORE YOU EVEN THINK ABOUT USING ANY GLUE. When I buy a kit or plans, I will read the assembly manual so many times I could probably throw it away and build from memory. Knowing and planning an assembly before you build it will save you the most time. Rather than having to stop and over-analyze while building a wing and trying to figure out how to install retracts after you just put in the blocks for fixed gear, you should have had this planned ahead of time.

And that, my friends, is what it all comes down to:
NEATNESS, TOOLS and PREPARATION.

from RAMAC Ramblings
Roxbury Area Model Airplane Club
Jim Parker, Editor
Rockaway, NJ

Re-Covering a Model

Have you ever tried to re-cover a model that has been exposed to the sun after five years of flying? When I decided to install a new engine in my MINIMASTER, I discovered the nose of the fuselage required modification. It became evident that the fuselage should be re-covered, so I decided to re-cover the entire plane.

Removal of the MonoKote was begun. Stripping it from the underside of the fuselage, wing, and horizontal stabilizer was easy. When I got to the upper surfaces, the problems started. While the MonoKote pulled off the wing ribs easily, it did not come off sheeted areas without tearing into very small pieces - about a half an inch square. Acetone, mineral spirits and alcohol were tried as a means of softening the adhesive holding the MonoKote to the balsa. None worked. Through trial and error, I found that by applying heat to the covering, with either the iron or blower, allowed the plastic film to be peeled off. However, the colored adhesive remained on the wood surfaces. Again, applying heat to the adhesive and wiping with a cloth removed most of it from the surface. The balsa still retained the color, however, as some of the pigment had been absorbed by the wood. Sanding prior to installing the new covering did not remove the color from the wood. When I got to the re-covering stage I found that Balsarite would soften the colored adhesive that remained on the balsa. Therefore, as an alternative to heating and wiping areas where colored adhesive is built up, painting with Balsarite and wiping could be used.

With 50-60 hours of actual flying time on the model, I decided to check the bell cranks in the wing and control surface hinges. It was surprising to learn the 1/16 inch holes in the bell cranks had enlarged to about 3/32 inch. New bell cranks and a couple of new hinges took all the play out of the controls.

Prior to modifying the nose of the fuselage and re-covering the model, it was necessary to remove the fuel contamination from the wood. The fuel soaked wood was mainly confined to the front of the fuselage even though the capillary action had allowed the fuel to make its way under the MonoKote for quite a distance. Several applications of K2R were needed to remove all the fuel from the balsa as fuel continued to leach out of the wood between applications.

After the modifications to the fuselage to accommodate the new engine, all areas that had been fuel soaked were coated with Balsarite to facilitate adhesion of the new covering.

At this point I proceeded to cover the model using the normal procedure used for a new plane. How did it turn out? I believe it is better than the original covering job!

from The LOWCOUNTRY RC FLYER
Sam Clement and Clarence Glover, Editors
Charleston, SC