



SANDERSON FIELD R.C. NEWS

Forest Festival Parade



CHARTER NO. 3079

CLUB MEETING

*This months meeting will be held
on Thursday June 14th at 7:00
p.m.*

at PUD #3

At 3rd & Cota

Perhaps some of you remember when I was in Phoenix last time I visited Mustang field, home of ARCS. This time I visited the Arizona Model Cropdusters. Their field is located by the 101 loop on Thomas road. Their field is at one edge of an alfalfa field. The farmer leases the field to the club for \$1 a year, what a steal! The runway is packed earth but is almost as hard as our blacktop, a little dustier though. They have a 100' "ramada" for shade and 10 or 12 tables. During the summer they fly from dawn to about 10:30 it's already around 100° by then. While we've been here the lowest temperature I've seen is 68° at 5 in the morning. I found the place on a Thursday morning and waited around for an hour and a half but no one showed. I went home and looked them up on the web and found they only fly on Wed., Sat. and Sundays. They only have 23 members are recruiting new members to round out their total of 25. They also have



the same rule as we do that there must be at least 2 people to fly so it works for them to arrange 3 days a week. If you can find a buddy you



Center, he was moving back to Washington in a few days. There is another picture on page 4.

I understand the fly-in last month went well aside from a windy afternoon. There have been a few additions to the calendar so check out the web site before you drive to the field. So far it looks

like we'll still be able to have the public day after the WalMart display.



can fly any time.

There were a bunch of nice people and one, a Jeff Nelson, was a Washington native from Key

EVER WONDERED WHAT WOULD HAPPEN IF YOU LANDED WITH THE PARKING BRAKES ON?



Painting with Monokote

From the Sun Valley Fliers, Phoenix, Arizona by Bob Frey

I've been experimenting for the last couple years with various techniques to help add realism to an iron on MonoKote or similar finish. There has been some degree of success, so I thought I would make a step-by-step list of the procedure. This sounds like a lot of work, but it's still much easier than glassing, sanding, priming, sanding, and then painting.

Here's the step-by-step procedure I used for the wing shown in the picture.

1. Tighten up the UltraCote nice and tight. I use a heat gun and a soft cloth to rub it down after blowing over it. I usually seal any bare wood/UltraCote edges with thin cap, like around the wing root rib.
2. Now rub the whole wing with a medium (brown) Scotch-Brite so the paint will have some adhesion. No need to rub hard or long. Just so you know, I tested painting MonoKote without this step and still had good adhesion without pulling up paint with the tape.
3. Now lay out all the panel lines. I usually use a fine-line, black Sharpie pen. Once this is done, lay the graphics tape down over that. This is 1/64 and 1/32 Letraset graphics tape. Chartpak makes it, too. Put this down right over the lines you scribed with the Sharpie. I use the 1/64 tape for regular panel lines, and the 1/32 for panels that are opened frequently like gun bays and ammo bays, or anything that appears a bit more visible on your three-view.

4. Access panels. I use MonoKote trim sheet material to make these, the stuff that is sticky backed. But there are a variety of different materials you can use, particularly if you are painting the model. Add these now.

5. Now rub everything down with denatured alcohol. This will clean the surface for paint and also get rid of any mess ups you may have made with the Sharpie.

6. Now you can spray the whole wing with the Krylon Chrome Aluminum. I hit it with a tack rag just before I spray it. I use one fairly light coat—just enough to pretty much cover it, followed by a heavier final coat about five minutes later. It goes on and covers great and will be dry in about 15 minutes.

7. After it's been drying for about 10 minutes, get a good, sharp Exacto knife and, start peeling up the graphic panel line tapes. It might work okay after it's dried longer, but I've never tried that. Once the tape is pulled off and the paint has dried, you'll have a little ridged panel line, which you should be able to feel, where the tape was. The black from the Sharpie will show where the tape was, which gives a little desirable contrast too.

8. I usually wait a couple hours before this step. Get some blue, low-tack painters' masking tape. I get mine at Ace Hardware. Lay that along the edge of the panel lines so that you have a single panel surrounded. Then rub the panel with Scotch-Brite in one direction. You will only need to make a few passes, just enough to make it look

even.

There are three grades of Scotch-Brite available at Ace Hardware: green (high abrasive), brown (medium abrasive), and white (low abrasive). Use these varieties to arbitrarily rub the panels in different directions. Some I leave alone. You can also use steel wool, but I haven't had too much luck with fine sandpaper. Surround each panel with masking tape as you go. I use the same pieces of masking tape repeatedly. You don't have to get it perfectly sealed or exactly on the panel line. It's just there to avoid your rubbing from going over into the next panel. Sounds like a lot of masking, but it actually goes fast, and is much better than trying to carefully rub up against the panel line without going over it. That would ruin the panel line, and perhaps leave wrong-way scratches in the adjoining panel.

9. Now you can lay out any markings, in your case invasion stripes with your Sharpie. In my case it was just black stripes. I'd do the whole area in white first. Mask with the blue, low-tack tape and newspapers. Before you paint, go over the panel lines with your Sharpie again and lay down the 1/64 or 1/32 graphic tape. Once it's down, rub very gently with denatured alcohol. The alcohol will get to the Krylon if you rub too hard. Now spray with the white Krylon. They make a semi-flat that is nice, but any sheen will do since you're going to clear coat everything in the end anyway. Use the same routine on number of coats and drying time, and on removing the graphics tape.

10. Now do the same thing with the black invasion stripes. But this time, once you've got them

Painting with Monokote (Continued)

masked, go over the panel lines with a silver Sharpie pen. Unfortunately, they don't make a fine-line silver pen as far as I can tell, but it doesn't matter since you again put the graphic tape down over that, and whatever isn't under the tape will get painted.

11. Spray the black now, again with Krylon and again pull the graphic tape up starting about ten minutes into the drying time. If you did everything right the panel lines should show up clearly on the whole wing and you should be able to feel them too. So far I've had zero problems with the blue, low-tack tape pulling any of the Krylon up. Just go slowly and pull the tape back over itself when removing it. I even used some regular white masking tape in a couple of areas with no problem.

12. Stars and Bars. The ones that come on the airplane are terrible. On the one I'm doing now, I'm using a set made for the Yellow P-47. For Little Chief, I ordered a set of TopFlite, Giant Scale P-51 decals, and they're pretty good. You need to sand down the panel lines you made where the decals go. I assume you know about putting these on wet with Windex so you can locate them better and then smooth them out. Once they're down good, scribe the panel lines; dark areas with the silver Sharpie and white areas with black. Don't put the graphic tape on until just before your clear coat.

13. Now it's time for rivets. You can do as many or as few as you like. I've been putting a medium number on these models, probably about 1/4 or 1/3 of the amount you

might find on a Masters-quality model, but certainly enough to be very visible and present. First scribe all of the rivets you want with the trusty fine-line Sharpie. TopFlite makes a rivet stencil, and that's what I use to lay them out and keep them even. Over black or dark painted areas, use the silver Sharpie, but just put a 'dot' in the middle of the stencil holes. Don't try to make a circle in them like you are able to do with the fine-line black.

14. Assuming you have made the brass-tubing tools for making rivets, load the appropriate size into the MonoKote Trim Seal tool. The 3/16 brass tubing fits the tool chuck, and you telescope down from there with tubing to the size you want. I wound up with several sizes and one or two that has a screw-slot maker soldered to the 3/16 chuck piece. You have to run the tool on low, or risk the chance of melting the solder in the bits that

you made.

15. To make a perfect rivet, you need a guide. What I use is an old sprocket about 3 inches in diameter that has convenient size teeth for guiding the tip of the MonoKote tool. The one I have is steel and quite heavy and this is a plus. Something similar will do as long as you can put it down on the surface to guide you. No need to push hard, but you need to be square with the surface, and I usually give it a little twist before pulling away. Pressure will need to be adjusted slightly depending on whether the balsa underneath is soft or hard. A little experimenting will help and before you know it, you'll be running off a long line of rivets in a minute or two. Treat the decals just like anything else. On areas where you're going over fiberglass, it's better to use a regular 30 or 40-watt straight-tip soldering iron, with the brass-tubing wheel collared on the tip. The trim sealing tool just isn't hot enough, but basically the same procedure. I use larger rivets

CLUB OFFICERS

President	Jody Diaz	(360)427-6102
Vice President	Dick Robb	(360)427-4521
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Painting with Monokote (Continued)

around the gun bays and access panels, and along the trail edge, etc. Use your artistic imagination. On some of the larger ones you can go back and put screw slots in them.

16. You're basically at the point I am on the wing I'm working on. At this point, I would ding up the lead edge by spattering some thinned, black paint from the front to replicate stone bruises on the aluminum and white areas, and silver on the black stripes. Do this by loading a brush with the thinned paint, and whisking your finger across it while holding it near the lead edge. A little experimenting here is in order. Stone bruises are much more predominant near the root of the wing and tapered down to nothing toward the tips. The stabilizer and fin have this effect too. You can use most any kind of paint for this, as long as it will hold up until you clear coat.

Once that is done, I'd add the machine guns and pilot. Lots of P-47 pictures show black machine guns, but I assure you all the blast

tubes were silver. I also add oil leaks and smoke smudges here and there, but you need an airbrush for that. For oil leaks, I load up a brush with well-thinned, black paint and put a dot at the origin spot of the leak, then quickly blow it with the airbrush in the direction I want the oil to run. Usually it's down and back on the fuse, and just back on the wings.

It's wise to use a little piece of masking tape along the panel to keep it from accidentally going the wrong way. Gun smoke smudges are just done lightly with the airbrush and thinned paint. I also add some smudging aft of the hinge access panels on the ailerons and flaps with the airbrush. The oil leaks and smudging need to be painted very conservatively. Less is more so to speak.

Once all of the details are done you can clear coat the whole thing. I highly recommend the Klass Kote epoxy, but it does need to shoot

with at least a trim spray gun. I recommend it because it seems to really stabilize the covering so it resists wrinkling a great deal. Also it is absolutely fuel proof if you intend to run a glow engine. A nice touch would be to go back and mask off the aluminum and shoot all the markings with dead flat, but of course that's a lot more work. Now I know this sounds like a lot of work, but I think if I really went after it, I could do all of this to one wing panel in one day. That includes rivets, but probably not clear coating. My problem is I take too many breaks. I also understand that I wouldn't really need to refer to instructions and that does take time too. But after a while, and you get the hang of it, things go pretty fast. Good luck.

IF YOU GO TO THE FIELD AND ARE UNSURE IF YOU CAN FLY THE BEST THING TO DO IS ASK WHO EVER IS THERE IF THEY MIND. IF NO ONE IS THERE... FLY

IF YOU HAVEN'T PAID YOUR DUES YET IT'S AFTER JANUARY 1ST NOW AND DUES ARE \$40.

IF YOU PAY BY MAIL SEND YOUR DUES, PROOF OF 2007 AMA MEMBERSHIP AND A SELF ADDRESSED STAMPED ENVELOPE TO THE TREASURER:

***CHUCK KENTFIELD
3122 Madrona Beach Rd
Olympia WA 98502***

Make checks payable to SFRCF

THIS IS A VIEW OF THE ARIZONA MODEL CROPDUSTERS FIELD FROM THE ACCESS ROAD. NOTICE THE FREEWAY SIGNS IN THE BACKGROUND.



IT LOOK PRETTY BUSY DOESN'T IT - THE GREEN ONES ARE AT THE NORTH END, NO PROBLEM. THE SDSA THING ON THE 23RD & 24TH IS SUPPOSED TO BE FOR PIT AREA PREP FOR THE RACE AND SHOULDN'T BE A PROBLEM. THE WAY I SEE IT, IF NO ONE IS THERE, FLY. I'M SORRY THERE ISN'T MORE INFORMATION BUT YOU GET WHAT I GET.

June 2007						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
27	28	29	30	31	1	2
SDSA event improvements					SDSA	
3	4	5 7:00p SFRFC Board Meeting	6 Medic	7	8	9 Walmart Display
10 Public	11	12	13	14 7:00p SFRFC Regular meeting	15	16
17	18	19	20 WSP - North end		21	22
23						24 SDSA
25	26	27	28	29	30	31 SDSA -

Club Scheduled Events for 2007

- January 1st.....First fly of the year (success in the rain)
- February 11th.....Pylon Race
- March 18thPylon Race
- April 14thSanderson Field RC flyers annual swap meet 9:00 to 12:00 SHS Sub
- May 12th.....Fly-In - 9:00 a.m. to ?????
- June 2nd.....Forest festival Parade float
- June 9th.....Display at Walmart
- June 10th.....Public Fly-In 9:00 a.m. to ????
- *July 21st.....fly-in - 9:00 a.m. to ?????
- *August 3rd - 5th.....Pylon Race
- September 15th.....Fly-In 9:00 a.m. to ????
- October 6th.....Fly-In 9:00 a.m. to ????
- December ??Christmas Party

These dates are subject to change with 1 week notice.

*These dates are locked in

It's time for 2007 dues, which are now \$40.00 .

You can pay your dues before you get your 07 AMA card but you won't get a club card till you get the AMA card.

Check out our web site at <http://sfrfc.quintex.com>