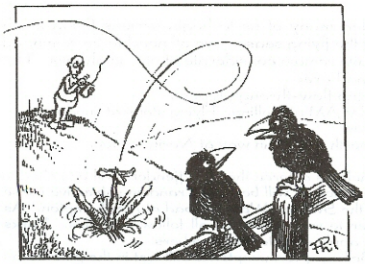
RCCR AIRFLOW
6315 Mill Pond Rd.
Byron, NY 14422



If they really are diving for worms
tell me how they know where they are!

AIRFLOW

the official newsletter of the

May
1998

Radio Control Club of Rochester

The purpose of the Radio Control Club of Rochester is to aid and encourage the interest of the members in design, construction and safe operation of model aircraft, boats, and cars, -- in particular, radio-controlled models -- so we can all enjoy the pleasures and satisfaction these hobbies bring.

All Visitors are always welcome at the field and at regular meetings
RCCR meetings are held every second and fourth Wednesday of the month
at the Salem church, 60 Bittner St., just east of the Inner Loop exit at St. Paul Street.

Every Tuesday evening (4:30 pm til sunset) training has priority at the flying fields.
Be there and make safety your choice.

R.C.C.R. 1998 Schedule

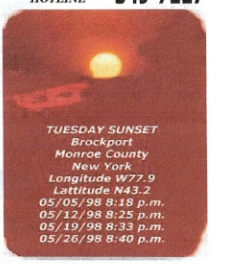
Feb.21	***Annual Banquet & Roast***
March 15	***Ides of March Picnic (Knollwood Lodge)***
March 28-29	***Mall Show (Greece Ridge Center)***
April 3-4-5	***Toledo Expo***
May 16-17	***Greenwood Park Spring Float Fly (Endicott, NY)***
16-17	***Honeoye Float Fly (Saidy Bottoin Park)***
May 30-31	***Burlington Spring Float Fly (Ontario, Canada)***
June 6-7	***Ray Edmunds Memorial Air Show & Fun Fly (NorthamptonPark)***
June 13-14	***BARKS Air Show & Fun Fly (Bath, NY)***
June 20-21	***RCCR Pattern Contest (Northampton Park)***
June 27	***RCCR Combat (Redman Rd.)***
June 28	***Stump Jumpers Air Show (Middlebury Center, PA)***
July 4	***RCCR Picnic (Northampton Ski Lodge)***
July 11-12	***STARS Scale Rally (Olean, NY)***
July 18-19	***Skyrovers Air Show (Phelps, NY)***
July 25	***RCCR Combat (Redman Rd.)***
July 25-26	***RAMS Fun Fly (Macedon, NY)***
Aug. 1-2	***Flying Knights Scale Rally (Hamburg, NY)***
Aug. 16	***RCCR Sailplane Contest (Redman Rd.)***
Aug 22-23	***Glen Curtiss Scale Rally (Hammondsport, NY)***
Aug. 29	***RCCR Combat (Redman Rd.)***
Sep. 6	***Inter-club Fun Fly (Honeoye, Host)***
Sep. 12-13	***Flying Dutchman's Scale Rally (Kitchener, Ontario)***
12-13	***Rhinebeck Jamboree (Rhinebeck, NY)***
Sep. 19-20	***Burlington Fall Float Fly (Ontario, Canada)***
Sep. 26-27	***Greenwood Fall Float Fly (Endicott, NY)***
Oct. 4	***Stump Jumpers Air Show (Middlebury Center, PA)***
Oct. 11	***RCCR Fall Picnic***

These events are subject to change.
watch the RCCR newsletter "Airflow" for updates

MAY MEETINGS
at the Salem Church
Wednesday, May 13, 7:30 p.m.
Wednesday, May 27, 7:30 p.m.

FOR THE LATEST INFO CHECK THE RCCR HOTLINE

FIX-RCCR
349-7227



TUESDAY SUNSET
Brockport
Monroe County
New York
Longitude W77.9
Lattitude N43.2
05/05/98 8:18 p.m.
05/12/98 8:25 p.m.
05/19/98 8:33 p.m.
05/26/98 8:40 p.m.

Trevor Ewell

Notes from the prez

The good weather has stimulated many of us to begin serious flying much earlier than usual. At the start of the flying season, we all need to be reminded of the flying rules at each field so we remain considerate of our neighbors. The rules are the same as last year and are:

1. Good mufflers must be used on all engines (no flow-through types).
2. No flying before 10 AM at Northampton, and 9 AM at Bolling. Flying stops at sundown.
3. Strict observance of the flying space boundaries:
   Keep east of the flag at the west end, and north of the run way at Northampton.
   Keep south of the flag at Bolling.

The parks department with these rules and will help us enforce them. Offenders will be asked to leave the field. In addition, Parks Department personnel will be taking random subjective noise measurements and documenting their findings on the Sweden-Walker Road at Northampton. As has been our position, we must police each other to make sure we all follow the rules. Parks Department personnel will help us make the rules apply even to non-members.

Field and road conditions are very good at Bolling. Northampton is still wet in the pit area as of this writing, but the field is open.

Our biggest annual event is our Fun Fly on June 6 and 7. Please see Jerry Joseph to sign up for a few hours of easy work to make this a fun event for all.

Training, every Tuesday evening at 4:30 pm at Northampton, will begin on May 5th. Individual arrangements may be made with trainers at Bolling.

Norm Neal has very generously given us a picnic bench and a riding mower. We will use them at Bolling. Thank you very much, Norm.

See you all flying,

Trev

R.C.C.R. Meeting Minutes : 4/9/98 At Salem Church
Submitted by Charles Leichliter
Officers Present : Trevor Ewell and Pete Durante
First Time Visitors : Howard Gaiger
Second Time Visitors : None
Membership Update : 90
Treasurer's Report : On Hold
Old Business : A reminder that the Stars Auction is on Sunday April 26. Mall Show Report by Ed Dickinson: Well represented, number of models down a little; many models showed great workmanship. Ron McGrath brought the Amerk Blimp from the War Memorial. Many, many questions, a lot of interest shown by mall walkers. Toledo report -Scott Miller, Trevor Ewell, Larry Root Good show; P38 Lightning, 1/3 scale WWII Tank were impressive. Bob Violet showed a MIG 215. Large scale turbine engines. Good crowd Saturday. No new radios. Thunder Tiger purchased Ace company and is moving some operations overseas.
New Business : Black Creek - Pete Fiorentino Still improving the area-soccer field, playground. Parks Dept. was receptive to suggestion of putting up sign requesting RC boat operators use proper surface frequencies so as not to interfere with sail planes. Donations : Norm Neil and his wife donated a picnic bench; will check with Larry Logory to see if he will pick up, if not, Scott Miller will. Norm's condition is still about the same. Joe Shortino, friend of Phil Slater, who is interested in our hobby, offered to buy all the cans of pop needed for the June Fun Fly. A thank you will be sent and his donation will be mentioned in the news letter. Aero Camp : For girls 15 to 18, is looking for volunteers. See Trevor Ewell for more information. Northampton : George Steger got the tractor started, rolled the field, and it is in good shape if you want to walk in to fly. Russ Schellino reported a noise complaint at Northhampton. Greg, Don and Trevor met with Parks supervision. They devised a form to be used for random observations to identify exactly what problem (if any) exist while the club is flying at the field. Bolling Field : Trevor removed the double lock so you can drive in and field is in flying condition. Soft wheels work better than hard. He gave check to Pat Bolling for field lease. She is hesitant to renew lease, since she isn't sure of future plans. As long as she is there, we can use the field. If she decides to sell, she was informed we would be interested in 3 acres to keep our field. Her husband expects to buy back the land and is very supportive of our staying there. Raffle : Pete Durante suggested a raffle. A vote indicated interest in a June Fun Fly raffle. Other Suggestions : Pole and flag be moved for June Fun Fly to help control flight patterns. Notify RFC of what is happening. Alert full-scale airplane pilots of our activity in the park by placing a sign at the airport.
Show & Tell : George Steger brought in an Ace All Star with a 25 size motor weighing 4 lb.. Ace kit is not for beginners, as plans do not provide a lot of details. Rick Thornberg has an F15 with a Fox 70 motor. Total wt. 61lbs. Bob Horner brought in flying rules from 1922 for pilot training at Pensacola, Fla.
50/50 raffle : None
Program : None

RCCR ONLINE

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Bob Kesel	kzl@aol.com
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Paul and Matthew Weigand	weigand@frontiernet.net

RCCR WEB PAGE www.frontiernet.net/~airflow
AMA District II Web Site www.amadistrictii.org
WEIGAND HOME PAGE www.frontiernet.net/~weigand
MATT MAIR http://students.dwc.edu/users/mmair

P47 Thunderbolt
plane and photo by Phil Slatre

Norm Neal *Thank You Thank You* Joe Shortino

Norm donated a picnic bench, and a riding mower.

Joe, a friend of Phil Slater, offered to donate all the cans of pop needed for the June Fun Fly.

Thank You Norm and Dorothy Thank You Joe Thank You Thank You

Saturday, April 25, Bolling Field. In spite of the cold and windy weather, about 20 RCCR members combined efforts to clean up the club field in preparation for this year's flying. During the winter months, small animals dig for grubs in the runways, causing the models to stumble when rolling - some have even damaged the landing gear. Members filled these little traps with dirt, making the condition of the runway suitable for small wheels.

The annual "Filling of the Holes" was completed about 11 o'clock.

Don Steeb and Dave Hoffmann wanted to make sure the runway still worked, and they enjoyed a couple of nice flights which ended successfully despite the numb thumbs.

Thanks to the generous donation of a riding mower by Norm Neal, the club elected to put up a second equipment shed at Bolling Field. Some members had to attend to other personal things, and as the work was nearly completed, the crew eventually dwindled to about six members.

Around 4 o'clock, the new shed was completed. It was another of those days that participating members will always remember because it is an example of an organized club making progress -

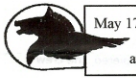
(and the pizza that George Hartman supplied was good enough to remember also - Thanks George)

LOST & FOUND

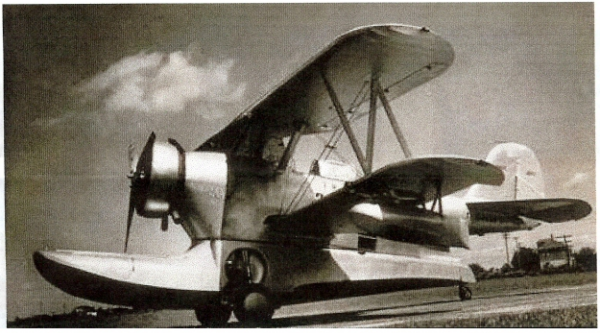
The remains of a small red plane - maybe red and white - has been found at Northampton Park. Radio receiver, battery, servos, engine and mount, wheels, and fuel tank were recovered. If it's yours, or know whose it might be, call Dave Hoffmann (716) 544-8659.

New York Aviation Museums and some of their displays

Cradle of Aviation Museum Museum Lane Mitchel Field Garden City New York 11530 516-222-1190
Grumman A-6F Intruder II Grumman F-14A Tomcat Grumman F4F-3 Wildcat
Dart Airport Aviation Museum P.O. Box 211 Mayville New York 14757 716-753-2111
Empire State Aerosciences Museum 130 Saratoga Rd Scotia New York 12302-4114 518-377-2191
Douglas A-4F Skyhawk Fairchild-Republic A-10A Thunderbolt II Douglas C-47A Skytrain McDonnell-Douglas F-4D Phantom II Mikoyan Gurevich MiG-17F Fresco C Mikoyan Gurevich Mig-21MF Fishbed-J Republic F-105G Thunderchief Republic F-84F Thunderstreak Hughes OH-6A Cayuse Bell UH-1M Huey McDonnell F-101F Voodoo
Glenn H. Curtiss Museum 41 Lake Street Hammondsport New York 14840 607-569-2160
Griffiss AFB Griffiss AFB New York 13441-5000 315-330-1110 Boeing B-52G Stratofortress
Intrepid Sea-Air-Space Museum W 46th St and 12th Avenue New York New York 10036-4501 212-245-2533
http://www.intrepid-museum.com/
Grumman E-1B Tracer Grumman TS-2A Tracker Lockheed SP-2E Neptune Douglas A-4B Skyhawk LTV A-7E Corsair II Douglas XA3D-1 Skywarrior Douglas F3D-2 Skyknight General Dynamics F-16A Fighting Falcon Grumman F-14B Tomcat Grumman F11F-1 Tiger Grumman F6F-5 Hellcat Grumman F9F-8 Cougar McDonnell-Douglas F-4N Phantom II McDonnell F3H-2N Demon Mikoyan Gurevich Mig 21PFM Mikoyan Gurevich Mig 21PFM Supermarine F.1 Scimitar Grumman HU-16E Albatross Lockheed A-12 Blackbird Rockwell Internation RA-5C (Vigilante) McDonnell F3H-2N (Demon) Bell AH-1J (Sea Cobra) Boeing CH-21C (Shawnee) Sikorsky CH-34C Sikorsky HH-52A Bell UH-1A (Huey) Bell UH-1M (Huey) - Serial No: 61-5076 Bell UH-1V (Iroquois) Grumman YA-6A (Intruder) Northrop YF-17 (Hornet) S.E.5a Curtiss-Wright SB2C-3 Hawker Siddley AV-8C (Harrier)
National Soaring Museum RR 3 Harris Hill Elmira New York 14903-9803 607-734-3128
National Warplane Museum P.O. Box 159 Geneseo New York 14454 716-243-0690
New York ANG - 105th AG, Newburgh Stewart International Airport Newburgh New York 12550-0031 914-563-2001
Cessna O-2A (Skymaster)
New York ANG - 106th RG, Francis S. Gabreski International Airport Westhampton Beach New York 11978-1294
Convair F-102A (Delta Dagger)
New York ANG - 107th FG, Niagara Falls Niagara Falls International Airport Niagara Falls New York 14304 716-236-2000
McDonnell-Douglas F-4C (Phantom II) North American F-100D (Super Sabre)
New York ANG - 109th AG, Scotia Schnectady Airport Scotia New York 12302-9752
Lockheed GC-130D (Hercules)
New York ANG - 174th FW, Syracuse Hancock Field Syracuse ANGB New York 13211-7099 315-454-6100
Fairchild-Republic A-10A (Thunderbolt II) - Serial No: 76-0523 Lockheed F-94B (Starfire) - Serial No: 50-0877
North American F-86H (Sabre) - Serial No: 53-1519 Republic F-84B (Thungerjet) - Serial No: 46-600
Old Rhinebeck Aerodome Stone Church Rd Rhinebeck New York 12572-2129 914-758-8610
http://www.mainstream.com/rhinebeck.html
Plattsburgh AFB Plattsburgh AFB New York 12903-5000 518-565-5000
Boeing B-47E (Stratojet) General Dynamics FB-111A (Aardvark)
Village of Oriskany Oriskany New York 13424 Douglas A-4E Skyhawk



May 17th - First Annual Flying Knights
Memorial Fun Fly
at North Collins Flying field.



5th Annual
Spring Float Fly
May 16 & 17, 1998
Greenwood Park, Lisle, NY
On site camping (electric & showers)
Lunch available both days
Flying 9:30 am to 4:00 pm
Contest Director - Todd Kopl
(607)687-7424
E-Mail toddkopl@1mco.com
sponsored by
AERO GUIDANCE SOCIETY INC

Every Tuesday evening, 4:30 til sunset, RCCR holds flight training, at Nothampton Park Model Flying Field, for newcomers and student pilots. Instructors are volunteering their time and have the experience necessary to get you flying.

Tips For Newcomers *from AMA District VI web page* http://www.csam.iit.edu/~amadist6/index.htm

From the Academy of Modeling Aeronautics

World's Largest Aeromodeling Organization

Welcome to the exciting world of miniature aviation. Questions and answers are an important part of any new undertaking,and to make your entry into this sport/hobby a little easier, here are some simple suggestions to consider once you've decided to take the "big step".

Beyond any recommendations I offer here, your best advice on what to buy and how to use it will be available through local hobby shops and model airplane clubs. Each modeler has certain likes and dislikes in beginner equipment. Local availability of products and repair services should play an important part in helping you to choose your first projects. A good hobby dealer or AMA club should be happy to share their knowledge of what might work best for you.

There are three primary categories of model aircraft and within each category are several sub-types. Each one has something unique to offer you in terms of skill development and personal satisfaction. Read on, get familiar with basic types, and try to decide which direction you want to go.

FREE FLIGHT models are designed to be flown with no "piloted" means of control. They can be powered by rubber-band motors, CO2 motors, electric motors, internal combustion motors, or no motors at all. Once airborne, the Free Flight model takes its direction from subtle angles built into the airframe during its construction. Usually, these angles will cause the model to fly in a circular path to keep it from flying out of sight.

Free flight models can be an inexpensive "fun" way to learn basic construction skills and flight/trim characteristics of model aircraft.

CONTROL LINE models are designed to be flown on a line or lines in a circular path around the pilot. Basic control is relatively simple since the models will usually only be controlled around the up and down (pitch) axis. The pilot holds a handle with the lines from the aircraft attached to it, and by moving his/her arm or wrist upwards or downwards, controls the altitude of the airplane. Once a pilot's skill in basic flight is developed, he/she can learn to perform many graceful maneuvers.

I prefer the slightly larger size Control Line models because they tend to "fly" more accurately, rather than "whip" through their commands/motions. Smaller models are also more prone to windy day problems than their bigger brothers.

RADIO CONTROLLED (RC) models can be divided into two categories - POWERED and NON-POWERED (GLIDERS). Both are guided by electronic equipment inside the aircraft that responds to signals the pilot sends from a hand-held device called a transmitter. Because the R/C (radio controlled) airplane flies by the same principles as a full scale airplane, it is more complex in design and operation. It is strongly recommended that the beginner enlist the services of a qualified R/C instructor/pilot who will help him/her learn to fly. You can feel sure there are few people in this sport who are self-taught. A qualified instructor can save you time, money and heartaches.

Let's look first at a powered R/C model. An engine, or motor if it is electric powered, will probably be on the front of the airplane. It will turn a propeller that pulls the airplane through the air while the pilot controls the craft's direction (and sometimes the engine speed) from the hand held transmitter. Many, many types of powered R/C aircraft are available, but since you are a beginner, let's discuss only "trainer" types of airplanes.

Just as a full scale pilot does not learn to fly a combat-ready jet fighter plane, neither should the student R/C pilot attempt to learn basic skills with a "hot" model that is far beyond his undeveloped capabilities. A primary trainer will be much easier to deal with as you keep your trials and accomplishments on an even level. I like a trainer to be in the .20 to .40 engine (displacement) range. This way, you will probably be able to progress through many skill levels of flight before you feel you might wish to purchase a different size engine.

The non-powered (or glider) type of R/C aircraft will take a bit more of an explanation since your first question will almost certainly be "How can it fly without an engine?". Imagine an automobile parked at the top of a hill with the parking brake set. You release the brake and the car begins to roll down the hill. The steering works, the brakes work, and except for the fact that the engine is not powering the car, you are driving down the hill. The principle is called gravity and it is this principle that the glider flier uses to make his model proceed through the air. The control systems (which steer or direct the model) do exactly the same things they would do on a similar type of powered model. Only the absence of an engine makes them different. The simplest launch method, called a "high-start", can be compared with a five hundred foot slingshot with the far end staked to the ground. The pilot attaches the model to a ring on his end of the line, stretches it back, and releases. When the launch tension slackens, the glider simply flies off the line, free to search for rising air current (called "thermal").

Most primary non-powered trainers are slower than their powered counterparts, and for this reason, I like to use the R/C glider as the first experience in flight for the beginner. Slower speeds allow increased reaction times, and this means better results in a shorter period of time. I should make you aware that not all R/C flying clubs are equipped to handle gliders so it would be in your best interest to check with your instructor before deciding on this type of trainer set-up.

RADIO CONTROL SYSTEMS are the life-line of the R/C airplane. Your system is the control line between your aircraft and you. A good quality system is a must if you plan to enjoy the time and money you spend in the sport. Your club or hobby shop will give you a good idea of the brands that give satisfactory service in your area.

Buy a system with a minimum of four channels (a channel is a function - UP/DOWN being one function, LEFT/RIGHT being another, etc.). Some airplanes may be built to fly using as little as one, two or three channels. However, to save money in the long run, plan for your potential future growth with a four channel set-up. You will also increase your chances of good flight instruction because of the standard arrangement of the control sticks on most four (or more) channel systems.

ENGINES are relatively easy to select. Your dealer will be able to tell you which brand is easiest to get parts for. He or your local AMA club can make recommendations as to the best performance value for your dollars. Select an engine that is (in displacement) on the higher side of the engine range for your particular model. It is easier to throttle back a larger engine, than it is to try to make an airplane fly with an engine that is too small and does not have any "cushion" of power available.

There you have it. Three basic categories of model airplanes and a bit of advice to guide you along the road. I hope this will help you. Get in touch with your local AMA flying club. See the folks at the local hobby shops. Don't be afraid to ask questions, because one day, YOU will be the expert that some beginner will turn to for the right answers.

Plane crash

KISSIMMEE, Fla. (AP) - Two single-engine biplanes that collided while attempting acrobatic maneuvers during an air show tumbled out of the sky and crashed in front of thousands of spectators. Both pilots were killed and two police officers suffered m inor injuries when they tried to pull the pilots from the burning wreckage on Sunday, said Deputy Police Chief Ren Taylor. Witnesses said the weather may have contributed to the collision as the two planes were winding down their performance above nearly 5,000 spectators at the Kissimmee Air Show of the Stars. "I believe the strong wind pushed them into each other - it was real windy," said Sean Kelly, who was taking pictures when it happened. "When they hit, you could hear the loud clap of the wings hitting each other," he said. "They got intertwined and they couldn't break off. Then they started falling very rapidly. There wasn't any fire until they hit the ground." The airport was getting steady 25-mph wind with gusts to 30 mph under low clouds, witnesses said. The planes were part of the four-plane Red Baron Stearman Squadron from Marshall, Minn. Spokesman Dave Jennings of Schwan's Sales Enterprises, the squadron's corporate sponsor, identified the pilots as James Edward Lovelace of Seward, Neb., and Randall L. Drake of Waukesha, Wis.

CrashGates

CHICAGO - The computer gremlins went after the big enchilada Monday: Microsoft chairman Bill Gates. Gates, the featured speaker at the opening of the Comdex Spring Computer Show, was demonstrating the new Windows 98 operating system set to debut in June when the system crashed. The problem occurred when a Microsoft employee attempted to plug in a scanner. Gates was forced to move to another computer to complete his demonstration. "I guess we still have some bugs to work out," he noted ruefully. "That must be why we're not shipping Windows 98 yet."

Noise Problem

STUART, Fla. - Paul Thompson claims country music soothes his pigs. His neighbors say the music's volume makes them squeal. Neighbors Jean and Alice Krenz and The Florida Club golf course filed lawsuits against Thompson and another pig farmer claiming their loud music disrupts golfers and turns away prospective homeowners. The Krenzes say they can hear the amplified radio broadcasts with their windows closed. "The Florida Club has bent over backwards to work with these people," said attorney Louis Lozeau, who said the music violates common law. "Playing music where people can hear it a half-mile away is certainly unreasonable." Thompson, who has 200 pigs, and neighbors Thomas and Faith Ann Rossano, with 20 pigs, say they are within their rights. "What we've got here is a rich developer trying to use the court system to squeeze out the poor people," Thompson said. "And I'm not squeezing."

First Set of Flying Rules 1922 United States Navy Facility, Pensacola, Florida

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxing. Instead of turning short, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor turning until the pilot relieving you can reach the engine controls.
6. Pilots should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings, or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Do not trust altitude instruments.
11. Learn to guage altitude, especially on landings.
12. If you see another machine near you get out of its way.
13. No two cadets should ever ride together in the same machine.
14. Never run a motor so that blast will blow on another machine.
15. Before you begin a landing slide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spin on back or tail slides will be indulged in as they unnecessarily stress the machine.
18. If flying against the wind, and you wish to turn and fly with the wind, don't make a sharp turn near the ground. You might crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force the machine onto the ground with more than flying speed. The result is bouncing and ricocheting.
21. Aviators will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars and motorcycles.
23. You must not take off or land closer than 50 feet to the hangar.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as you can.
26. It is advisable to carry a good pair of cutting pliers in a position where both pilot and passenger can reach them in case of an accident.
27. Joy rides will not be given to civilians.
28. It is rude to scare farmers or others who might be in an open field.
29. No attempt should be made to herd or drive animals from the air.
30. Chasing rabbits or other animals that might be on the airfield with machine is courting disaster.
31. In case of personal emergency care must be taken.

from the Yellow Sheet, Spring 1998, thanks to Stan Teachman

More From the Academy

Finishing Tip by Paul McIlrath

This isn't anything super dynamic bu stink up the house. Here's the simple procedure. Have your structure ready for receiving the epoxy just like you were going to seal it up with dope. Mix a small batch of the finishing resin and gently warm it up until it gets thin and runny. I use a small electric space heater that normally keeps my feet warm for this part of the job. Using a paper towel, dip it into the warm epoxy and rub it into the surface t it's been working for me so I thought I'd pass it along. I don't cover many of my sheeted balsa wings and fuselages, just a little tissue trim or something quick and simple. In the past I would normally give it a few coats of clear dope and call it quits. This winter I've started giving them a super thin coat of Hobby Poxy smooth and easy finishing epoxy. A little will go a long way and the warm epoxy will start to thicken on the surface of the wood so I keep the space heater blowing across the surface while I'm rubbing it in. Do small sections at a time and mix up small batches so things don't start setting up on you before you're done. That's about it. Allow it to dry overnight and, if needed, lightly sand with fine sandpaper. If you think it necessary, you can put on another coat, but I've been happy with just one coat.

from Eastern Iowa Soaring Society Mike Fox, Editor, 115 North Thornwood, Davenport, IA 52802