

WHAM

NEWS VIEWS AND REVIEWS



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Dyeing Condenser Paper by Bill Henn

Condenser paper is a non-porous, delicate and extremely light material whose primary use is as a dielectric in electronic capacitors. It also has gained a fair amount of popularity as a covering material for certain types of indoor models. In its natural state this paper has an unrealistic, off-white appearance which creates a problem when using the substance on scale models. In order to make condenser paper resemble the color of an actual aircraft it is usually necessary to dye the material. After several unsuccessful attempts to color condenser paper, I finally developed the following method which is simple and works most of the time. The c-paper I used was obtained from Odtimer Model supplies (Tim Goldstein sells a good quality c-paper). It was their lightest grade.

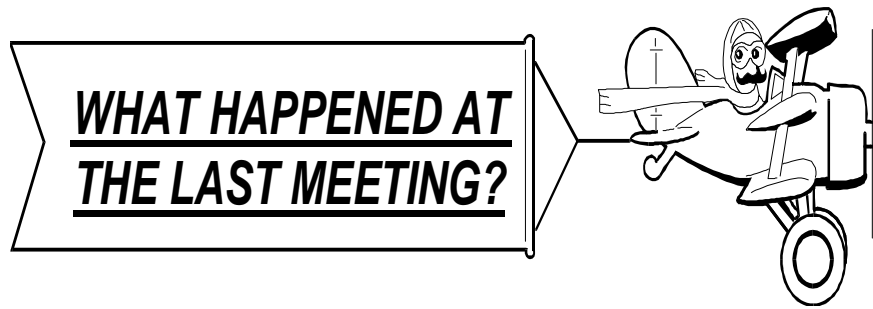
Prior to coloring the paper it will be necessary to construct a number of frames from scrap lumber. The larger the frames the more difficult will be the coloring operation. The frames I use measure 12" X 14" and are made from one inch square hardwood. Make sure the wood you use is rigid enough to resist flexing as the c-paper later shrinks. Using a 50% mixture of white glue and water affix the c-paper to the frames. Be careful not to pull the paper too tight. About 1/2" of slack in the center of the frame is about right. If the material is too tight it will tear when it shrinks. Wrinkles will develop in the c-paper if it is applied unevenly or too loosely on the frame. Minor wrinkles can be removed from the finished product by pressing with an ordinary household iron set on low heat. Some experimentation may be necessary before you find the right amount of slack.

After the glue dries, the dye can be applied. I have tried a number of different dyes and colors with varying degrees of success. The results obtained using a 50% mixture of Yellow Higgins Drawing Ink and water were the most consistent. Using a soft one inch brush, paint the c-paper with the dye. Stand the frame vertically on its edge and pull the brush carefully across the surface of the paper without pressing. If the brush is well loaded with the dye it will not drag and tear the paper. When the c-paper is thoroughly wet take a ball of cotton approximately one and one half inches in diameter and use this swab to distribute the dye evenly over the c-paper and to soak up the excess liquid. Because c-paper has very little wet strength extreme care is necessary during this stage of the operation. When the dye dries we, hopefully, will have a wrinkle free, uniformly colored piece of condenser paper on the frame, which at a glance resembles yellow Japanese tissue. The material can now be cut from the frame and applied a model with your favorite adhesive.

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I use a 50% or weaker mixture of white glue and water or this purpose also. If you desire to shrink the c-paper after it is applied to the model this can be accomplished to a limited degree by light steaming. Some shrinking ability will still remain in the c-paper even after being colored. It is advisable to color a surplus of c-paper and store what is not used. If it ever is necessary to patch the model you will be assured of a close color match. Even though I carefully measure the proportions of dye and water, each batch of paper that is colored seems to have a slightly different hue.

After reading the foregoing you may decide to stick with Japanese tissue. Admittedly Japanese tissue is more rugged and easier to work with but if you are intending to build a highly competitive scale model the reduction in weight resulting from the use of condenser paper may make the difference between winning and losing contests. My son, Billy, and I each built identical 20" wingspan models of the Lacey M-10. The only difference was that he used tissue to cover his model and I used condenser paper. Billy's Lacey weighs 30 grams and mine weighs 26.5 grams. The lighter model consistently out-flys the other by 15 to 20 seconds.



July 19, 2008 Meeting Minutes

ATTENDEES:

Mary Kay & George Avila, Larry Bishop, Debbie & Tom Derber, Les DeWitt, Paula & Jeff Englert, Jane & Earl Griffith, Danese & Bill Lindsay, Marty & Jim O'Reilly, Mary Beth & Ed Ross, Marilyn & Bill Schmidt, Dan Walton.

President Ed Ross called the meeting to order.

The previous meeting minutes were approved as published.

Jim O'Reilly gave the treasurer's report.

OLD BUSINESS:

There was no old business.

NEW BUSINESS:

A this point in time the flying field had not been mowed (it has since been).

SHOW AND TELL:

Ed Ross brought in a couple of photos of models built by his father, an Ameco C/L trainer and a Bay Ridge Diamond Demon FF.

Jim O'Reilly showed his completed Cahill Clodhopper large rubber model.

Earl Griffith displayed his latest, a 1955 Bilgri Wakefield.

Larry Bishop had completed a rebuild/recover of his Peerless dimmer, a 15" Cessna C-34 Airmaster.

Bill Schmidt displayed a stock Comet 20" F4U-1 'birdcage' Corsair, a 20" F2G-2 Super Corsair bashed from the Comet kit plans and also a 16" Consolidated Fleet PT-2 biplane trainer.

Errata!

WESTFAC II Regional to be held in GAINESVILLE TEXAS on

SEPTEMBER 25th, 26th and 27th ..2009

Working Committee is organizing this event and has selected a beautiful flying site in Gainesville Texas about one hour north of Dallas/Ft. Worth.

EVENTS

WW II COMBAT, FAC POWER SCALE, FAC RUBBER SCALE , FAC PEANUT SCALE, FAC JUMBO/GIANT SCALE COMBINED, GOLDEN AGE SCALE, WW II COMBAT, GREVE MASS LAUNCH, THOMPSON MASS LAUNCH, LOW WING MILITARY TRAINER MASS LAUNCH, JIMMIE ALLEN, OLD TIME RUBBER CABIN, OLD TIME STICK , DIME SCALE , EMBRYO

Questions concerning this FANTASTIC NEW MODEL AIRPLANE EVENT and SPONSOR or VENDOR inquirescan be directed to me at this email address willisasoc@aol.com . My name is Roger Willis...WELCOME TO WESTFAC II . Start planning to attend NOW!

Proof that someone is reading this NL occasionally — I received this email from Gene Smith in OK in response to the last issue cover story (filler!), WOW.

Hi Jeff,

Enjoyed the newsletter as usual.

I was particularly interested in the note from Clarence Mather. For a number of years he and I would meet at the Cactus Squadron Annual, fly for a couple of days, then go trout fishing on the San Juan River. I took advantage of the fishing trip to closely examine Clarence's models. I would add a couple of observations to his note. First, the leading edge of the wings were very hard balsa and the entry was very sharp, like a 1/16" radius. He noted that the wing ribs were lighter balsa. Yes, they were lighter than the spars but were still medium hard, not soft or even medium stock. Clarence told me that he had trouble finding light 1/16" balsa but he could always find hard and very hard 1/32" balsa so that is what he used. He also used X braces of 1/32 sq (smaller in peanuts) in some areas of the fuselage, like around the wing saddle. Clarence had a friend test three or four airfoils for drag. One was his 60/40 10% semi symmetrical foil; another was a flat bottomed 10% airfoil with a relatively sharp leading edge. The drag coefficients were very similar. The semi symmetrical airfoil did not have a significant decrease in drag. That could be that the semi-symmetrical airfoil probably requires a higher angle of attack for a given amount of lift than a flat bottomed airfoil. That said, his 60/40 airfoil did work very well. He felt it helped prevent a stall during the power burst. The glide on his models was very good.

Gene Smith

Announcement and Invitation
 Come Fly With Us In The
Frank Ehling
International 1/2 A Texaco
Postal Challenge
 September 22 thru October 14 2008

SAM 27 of Napa/Sonoma/Marin Counties in California invites SAM chapters worldwide to compete in this annual fun event. You may do your flying on any day, September 20 through October 12, 2008. Pick your day from this 23 day window. Surely, one day in this period will be perfect for you.

Please do not change days once you start flying. If a chapter member is unable to participate with your group, he may fly at his location on the chosen day and report the times to you.

Record results on the attached form. The times of the three highest scoring flyers will count toward the trophy, however, list the information of all the flyers on your team.

Managers, please comment on the weather encountered, date and location flown and certify that SAM 2008 rules for ½ A Texaco were used. (15 minute max., best two flights out of three)

Include your SAM Chapter number, address and telephone number.

RESULTS DUE BY OCTOBER 22, 2008.

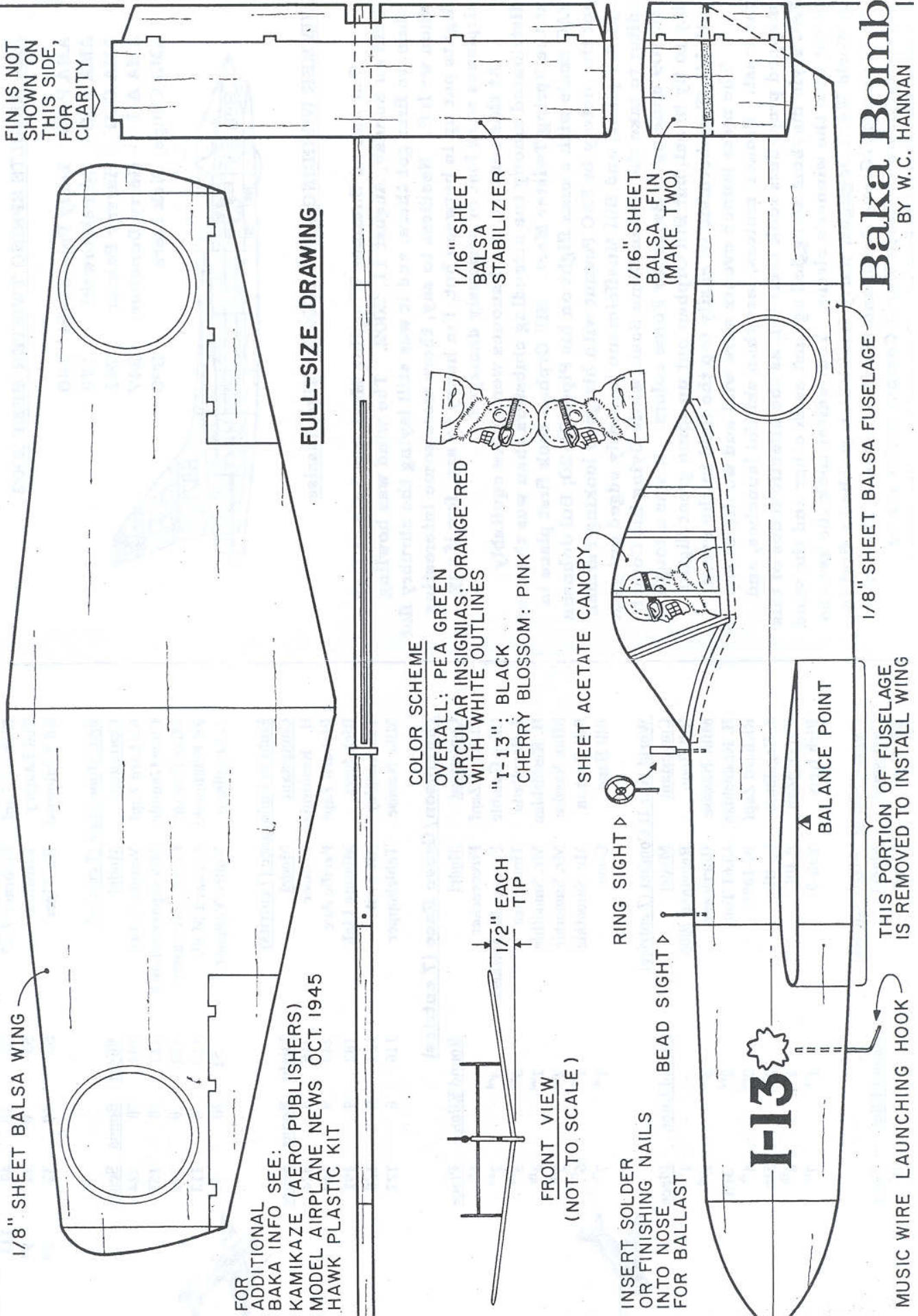
Send results to: Mike Clancy, 2018 Eldorado Ct., Novato, CA 94947, U.S.A.
 Telephone: 415 897 2917. Email: mikelsfv@comcast.net

SAM 27 won the Frank Ehling Trophy last year, hence we are sponsoring the contest this year. We will fly our day in conjunction with our annual Crash and Bash Contest. Best wishes to you. Make your own luck. Tune up your airplane and get ready! The winner gets the trophy and manages the event next year.

Mike Clancy and Terry Ketten, CD's



Last year's winning team:
 Don Bekins, Anderson Pylon
 Dick Irwin, Cloud Chopper
 Terry Ketten, Tatone Atomizer



FIN IS NOT SHOWN ON THIS SIDE, FOR CLARITY

FULL-SIZE DRAWING

1/8" SHEET Balsa WING

FOR ADDITIONAL BAKA INFO SEE: KAMIKAZE (AERO PUBLISHERS) MODEL AIRPLANE NEWS OCT. 1945 HAWK PLASTIC KIT

COLOR SCHEME

OVERALL: PEA GREEN
 CIRCULAR INSIGNIAS: ORANGE-RED WITH WHITE OUTLINES
 "I-13": BLACK
 CHERRY BLOSSOM: PINK

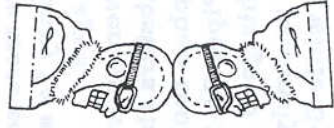


FRONT VIEW (NOT TO SCALE)

INSERT SOLDER OR FINISHING NAILS INTO NOSE FOR BALLAST



SHEET ACETATE CANOPY



1/16" SHEET Balsa STABILIZER

1/16" SHEET Balsa FIN (MAKE TWO)

BALANCE POINT

1/8" SHEET Balsa FUSELAGE

THIS PORTION OF FUSELAGE IS REMOVED TO INSTALL WING

MUSIC WIRE LAUNCHING HOOK

Baka Bomb
 BY W.C. HANNAN

