

WHAM

NEWS, VIEWS and REVIEWS

Official Publication of the
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the Kansas Sunflower Squadron, FAC Squadron #23



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Sept 7, 2014

A bunch of Bill's Ideas.....

Soldering Challenged ?

C'mon admit it. I have been surprised how many hobbyists can't solder and are afraid to admit to it. I had some club members over to my shop too many years ago to remember, to give a class on soldering technique. What surprised me most was that they had shied away from having any Kester's soldering flux in their workshop. They were victims of the constant propaganda not to use any acid solder or soldering fluxes in their work. How do you clean the soldering iron tip? How do you get solder to tin and take to wires and wiring? I showed them how to tin difficult music wire for landing gears by holding the wire in the soldering paste and applying the tinned soldering iron tip to the area to be soldered after wrapping the joint with soft binding wire. You can actually touch the two pieces to be joined together prior to wire wrapping with the tinned soldering iron to stick them together and check your fit. If it's not right then just touch the iron to the joint to separate it and re-bend the pieces and try again until you get it right. No wonder folks avoid models with cabane assys. Such as the Cleveland Thermalier or the Ace Whitman Falcon. There are more but I can't think of them right now.

Okay. Here's the good news. In the micro Mark Catalogue they have listed a product in a small white tube named "Solder-It". Not too dramatic a name huh? The contents consists of a paste like flux with small particulates of a type of silver solder. The label states that there is no lead, cadmium or antimony. It has a low melting point of 430 degrees. It can be used with a soldering iron, open flame, butane, propane, acetylene or Map gas. It is easy to use with no skill or flux is required. It is 5 times as strong as ordinary solder and will join 22 different combinations of metals. The finish joint is bright and

shiny like silver and will not tarnish or blacken. It is made in Pleasantville, NY and that's a plus. I have been using it and can say that all the above seems to be true. You should clean the finished joint of residue with lacquer or dope thinner when finished to see the bright joint and to prevent subsequent corrosion.

I haven't looked for this product in any local stores and don't know if any of them carry it. The Micro Mark latest page is pg. 13 and the p/n is #60664. It's a bit pricey @ \$8.95 but at the rate I've been using it the small tube is going to last me quite a while. Order online @ www.micromark.com Their catalogue is just crammed full of neat things for the hobbyist. Check it out. Bill

The Dope On Dope

Are you a modeler that uses aircraft dope in the construction of your models? Well just like everything else that seemingly changes daily in the world, we may be looking at a change in the cost and availability of nitrate and butyrate dope.

Let's take a look at the genesis of this aircraft coating. Many years ago there were several manufacturers of this material. When I was restoring my Piper airplanes in the 60's I bought it locally at the Enmar Co. here in town that supplied different paints to Cessna, I know as I painted airplanes back then at Cessna at night and went to WSU during the day. Other names such as Titanine and Berryloid stand out and I know there were others that I can't recall just now. Time went by and it pretty much ended up with the Randolph Co. in Carlstadt NJ as the sole producer of aircraft dope and other finishes. Well Mr. Randolph passed away some years back and the well known Ray Stits bought the manufacturing name and

July 19, 2014 Meeting Minutes

ATTENDEES:

Mary Kay & George Avila, Jeff Englert, Darlene & Richard Kirkland, Marty & Jim O'Reilly, Linda & Chuck Powell, Marilynn & Bill Schmidt, Ed Salguero and Dan Walton

President Avila called the meeting to order.

The previous meeting minutes were approved.

The treasurer's report was presented by Jim O'Reilly.

OLD BUSINESS:

A report of the changes in the Marion contest situation were revealed. Apparently a local wedding party has booked all the rooms in Marion and surrounding areas are all that are left if you are planning to attend the HAFFA contest Oct 6/7. The meeting restaurant has closed, so no more spare ribs (a great loss!). The airport manager job has changed hands, the mayor has been replaced, Mike Basta is following the situation closely, more info at the next meeting.....

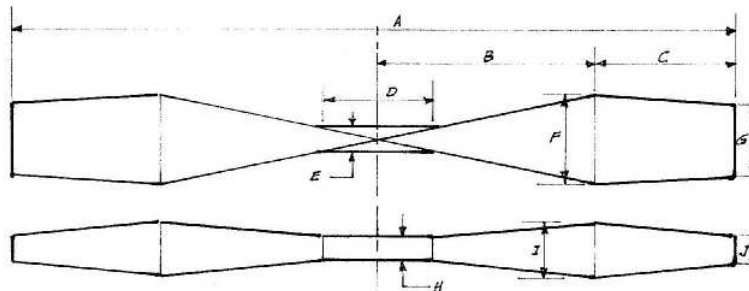
NEW BUSINESS:

The FAA passed an immediate rule to define model airplanes, There is a big impact and the AMA has taken a negative and conflicted stance. Read the rule and make your decision.... And ACT! See the model rule at: <http://www.regulations.gov/#!docketDetail;D=FAA-2014-0396>

SHOW AND TELL:

Chuck Powell described his experiences in escorting a veteran on an Honor Flight trip to Washington. He traded a built Herr P-51 model for an old Cox Stuka, which was an early airplane he learned CL on.

Bill Schmidt showed of his Goldberg designed version of the zipper. His number 7. This one is Atom powered and covered with Brown and yellow silk



BILL HENNS' PROP

DIMENSION TABLE	
A	10.0"
B	3.0"
C	2.0"
D	1.5"
E	.512"
F	1.25"
G	1.0"
H	.375"
I	.75"
J	.375"

PITCH CALCULATION

PITCH = $\pi D H$
 FOR PROP@ TIP $3.1416 \times 10 \times .375 = 11.8"$

PITCH / DIAMETER RATIO

$\frac{P}{D} = \frac{11.8}{10} = 1:1.18$

rights as well as the formulas and whatever. Ray Stits lives in Fullerton California and you can probably see the problem with that location. Dope is photo chemically reactive and finishes such as automobile lacquers were also, and were more or less outlawed years ago. I heard recently that the state of California was coming down on aircraft dope and trying to get rid of it. How do you go about this in a time honored manner? Simple, you do it the way you keep the low lives out of your upscale bar. You raise your prices to an objectionable level. Works every time with anything you want to do away with under the guise of it's someone else's fault that this is happening.

Anyway I went to Airparts and bought what they had in stock and ordered more of what they didn't have in stock. The prices recently went up in CA and I expect them to rise here also as the EPA or whoever puts the Kabosh on Ray. Don't say you weren't given a heads up on this. Bill

HOW TO FIX THE OUT OF TRACK PECK PROP

The Peck family of propellers for rubber powered models come with the prop shaft hole crooked from the factory. This problem exists in the props of all the sizes they produce. I have fought it for years trying to true up the hole when I would drill it out for a 1/16" piece of tubing to be installed. Sometimes I would get lucky and rectify the crooked hole, but mostly I was unsuccessful in my efforts to straighten it out.

Well, I came up with a fix that works well to correct this problem. First drill and install a piece of 1/16" dia. brass or alum tubing sleeve in the prop shaft hole as before. I usually drill out the metal tubing to take an .039 shaft size as the 1/32" wire size is a bit tender and bends too easily. Now put on the old standby Jersey gloves and get out the soldering iron. Place a length of music wire through the tubing installed in the prop and put the soldering iron on the wire as close to the prop as possible. Heat up the wire, alternating the soldering iron between both sides of the prop shaft to convey the heat as evenly as you can through the tubing. When heated well, carefully move the music wire to re-align the shaft in the plastic to be more perpendicular to the face of the prop. It really works well and gives you a true running prop on both the side and the end view. I wish I had thought of this 20 yrs. ago. Bill

Stuffing Stick Idea

This idea was published quite some time ago but as I have been using my collapsible stuffing stick today, I thought that the idea bears repeating.

Take an old or spare R/C transmitter antenna and cut off the last top small wire section. It will then fall out the bottom of the assembly. Now file, grind or sand the top of the small next section down to bare brass and tin it with soldering paste and solder to a nice tinned surface. While still hot and molten, you can sling (be careful) or wipe the excess solder off to leave a smooth shiny tinned surface. Now make up two 1/32" music wire forks to hold the rubber motor for insertion in the model. Tin these at the attach point by holding them submerged in soldering paste until they are nicely tinned also. Position them one at a time on the prepared end of the antenna and tack solder them in correct position. If need be, keep removing and re-soldering them until you get them positioned perfectly. Now wrap the assembly with bare copper wire and then carefully sweat solder the entire unit. Clean the finished work with lacquer or dope thinner to remove the flux residue.

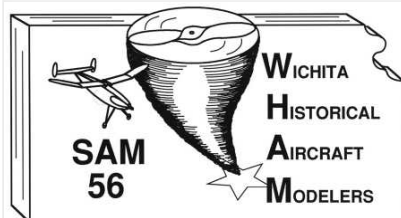
You now have a collapsible stuffing stick that extends only to the length you want. It can be marked to indicate the length inside a blind (P-30) fuselage where it will index with the alum. rubber motor retainer hole for easier insertion. This unit will then collapse to only 8 or 9 inches, making it very small to store in your field box. It is best considered for use in small to intermediate size models and not to handle 10 to 40 strands used in a larger ship. It really works well for me and you can usually find an old antenna around or ask your friends.

Bill Schmidt



WHAM - News, Views and Reviews

Jeff Englert
10118 Sterling Court
Wichita, KS 67205



The next SAM 56 Dinner Meeting will be at:

Mediterranean Grill

335 S Towne East Mall Dr., Wichita, KS 67207

(316) 651-5599

Saturday, September 13, 2014

Social Hour @ 6:00 PM, Dinner @ 7:00 PM..

Upcoming events:

Sep 13 / 14 Meeting & Fun Fly

Oct 11 / 12 Fun Fly

Nov 15 / 16 Tulsa Glue Doppers Fall FF Contest at Perry OK

Nov 22 / 23 Meeting & Fun Fly

Club Events: 1/2A Texaco, Jimmy Allen, C/HLG, or as arranged.....

Membership Information:

Open to all interested AMA members, founded to encourage and promote the model airplane building hobby.
Member dues \$20 annually, Subscription only; \$12 annually, \$18 foreign.

Send checks to Jim O'Reilly, 4760 Battin, Wichita, KS 67220.

All memberships and subscription renewals are due January 1st of the new year.

Club Officers:

President: George Avila, 683-1474
Treasurer: Jim O'Reilly, 744-0856

Vice-President: Bill Schmidt, 744-0378,
Secretary: Jeff Englert, 722-7491