

# Pilot Briefing

Volume 2 Issue 5

June 2010



## Upcoming Events.

June 4– Field Meeting 6 PM food, 7 PM Meeting, Wallkill Field

June 7-10- Warbirds over Delaware. Lums Pond State Park, DE

June 21-Board Meeting. 7:00 PM, Philbrick's

## President's Corner

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Pilot Briefing  
Ron Revelle

Hi everyone,

Well another month has gone by to quickly. We are now in the middle of what appears to be a great flying season. Both of our fields are in good shape and are getting plenty of use. Rick Rizza had a long talk with our mowing guy at Wallkill and he has finally gotten the grass cutting correct. So I thank you Rick Rizza (field Chairman) for getting the lawn cut the way we need it. So I hope everyone is getting in some good flying time.

MHRCS had 2 group events in the past 2 months.

The first was the work party in April at the Rhinebeck Aerodrome. Unfortunately it rained that day but 2 MHRCS members, Gino DiGregorio and myself made it the Aerodrome that day for an enjoyable work day.

Since it was raining outside the Aerodrome people had Gino and I work on one of the full scale wing panels from the Standard biplane rides airplane. We worked on stripping off the damaged areas in preparation for proper repairs. It was most enjoyable for me since sitting in the hanger next to where we were working was the Fokker D7 that has been completely repainted and all the tin work repaired or replaced this past winter. I have to say it looked outstanding. Gino and I worked as a team and made short work of stripping the wing. I think Mike from the Aerodrome was pleasantly surprised when he returned a few hours later to see the wing all stripped down. This is something I plan to do again this coming winter. Anyone interested please let me know and I will arrange more work parties.

Our 2<sup>nd</sup> event was the Boy Scout event at the Rhinebeck fairgrounds. Due the dedicated help form both the MHRCS and Modelmaster members, our display and flying (indoor and out) went over very big with the Scouts and family members. Many had never been exposed to rubber or RC airplanes before. I would like to thank all those MHRCS members that came out that day to make this event so great. Special thanks goes out to these members who did an outstanding tireless all day job of flying airplanes inside the building.

John Philbrick  
Whitney Philbrick  
Jim Woods  
Jessie Aronstein  
Craig Demonkos

## President's Corner continued

Also a very big hit that day was Flavio's electric ducted fan in which he wow'ed the crowds by giving running demo's on how the fan unit worked.

All in all it was a great day and the Scout event leaders could not have been more thankful.

So I guess I have talked enough for this month. I would like to thank all those that help out the last few months at the field work parties and events to make this club a great place to be. It is these moments that make the long hours as president all worth it.

So a very BIG Thank You from me.

Warren Batson  
President

**Extra Extra-** John and Whitney Philbrick put together a wonderful report on the MHRCS work at the Scout Celebration. It is being sent as a separate attachment to the e-mail containing this newsletter.

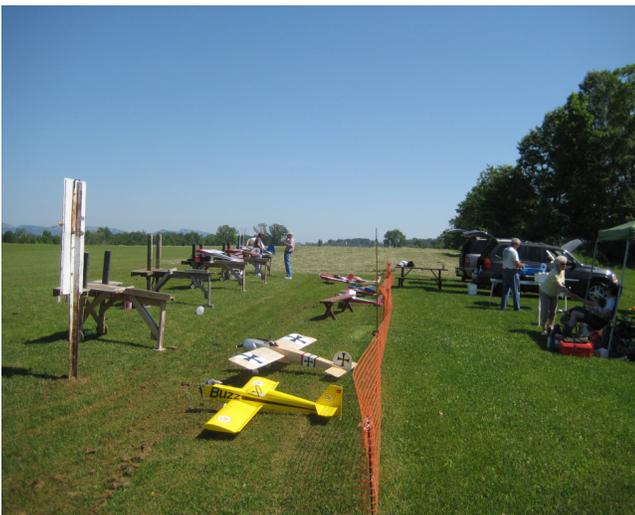
At a recent meeting, George Busso made a presentation regarding his electrified Stormer. This is a copy of



the plane that was the 1960 NATS pattern winner! That engine is just a dummy-the plane is electric powered.

## Memorial Day at the Wallkill Field.

There was a good showing of club members at the Wallkill field on Memorial day. It was a beautiful day and the field is in wonderful shape.



## Painting With Latex Paint

At the MHRCS April meeting Warren and Whitney gave presentations on their experience in spray painting using latex paint. I asked them both to recap a bit of what they shared so it could be included for future reference in the club newsletter. My thanks to them both for the following information.

First, Whitney's latex spraying method.

3 parts paint to 2 parts of the "thinner" which is cheap windshield washer fluid, the \$3/jug blue stuff. But before any of that, get a jug of the "Floetrol" at Lowes. It's a paint additive to help things flow. I add 1 oz to the quart of paint and mix it well before I do anything else. Then I write a "+ F" on the can to let me know I've added the Floetrol. Then I put the Floetrol away until I buy paint again.

All future mixing is just with the "thinner." I mix up about 100ml at a time and that lasts quite some time. I get the \$1 plastic quart containers from Lowes and mix it in there, mark what paint it is, what project and the ratio used and use that until it's gone. 60ML of paint and 40ML of the "thinner."

If you want, come over some Wednesday or Thursday when Dad and I are working on planes and we'll give you a demo.

Whit

And that they did. The editor was given some training in spraying latex paint. It was very helpful. Watching Whit and John work together is was a joy. A very tasty bean soup was served during the break. That was a very dangerous thing to serve this editor!

Now Warren's approach to spraying latex.  
RC model Latex painting techniques.

There has been some interest in the Latex painting that Whitney and I are doing and showing at the club meeting. Ron asked that each of us write down our techniques as we are both doing slightly different approaches.

This is my approach. I have been reading just about everything on RC latex painting that I can get my hands on. Most of my information has been from Web searches or from the many build threads on [RCSCALEBUILDER.com](http://RCSCALEBUILDER.com)

I am using Lowes Valspar interior/exterior latex house paint. Since latex is very thick by nature it has to be thinned considerably for use with a spray gun especially the use of an airbrush. Yes, I did say airbrush.

The recommended thinning material in ordinary cheap winter mix windshield wiper fluid. Windshield fluid contains a small amount of alcohol and detergent. These 2 ingredients help break the surface tension on the metal parts of the spray gun thus allowing the paint to flow thru the gun better. Also to help the latex paint level out a paint conditioner called Floetrol is used. Floetrol helps latex paint level out since it is so thick.

The use of these materials is documented in good details by Roy Vaillencourt . His web site is [viallyaviation.com](http://viallyaviation.com). Looking for latex painting 1 & 2.

continued on page 4

I make about 2 fluid ounces of paint at a time. I start by mixing 50% paint with 50% Windshield fluid and about a teaspoon full of Floetrol. I do this by eye as this mix is not critical. Every paint manufacture and every color is different due to pigment content and will require some further thinning adjusting using windshield fluid.

If you have the right paint mix you should get a nice spray pattern from the gun. If you are getting large droplets of paint you will need to thin the paint more. Go in steps at this point as a little goes a long way. It will take a little practice to find out how much paint can be applied before you will get a run and you will get a run if applied to wet.

If you get a run don't panic. Just grab a paper towel and dab or wick up the paint. I have actually gotten such a large run that I just took a towel and wiped the paint back down to the covering. Just start laying down paint to blend back to the rest of the surface and away you go.

This is the most forgiving painting process I have every used in my 45 year of building models of all types.

It cleans up with water and best of all it can be used in any kind of weather or temp, humidity with NO smell. I painted my ¼ fuselage using about 3 ounces of paint.

Best part about latex is that you can get custom computer mixed paint in 7 ounce cans for about \$3.50  
Warren

Spray Painting....continues by Ron Revelle..... Whitney, Warren and I decided to use Nelson Models clear poly over the color paint. To date, Whitney and I have completed this part of the spraying process. This required some experimenting to get the desired finish. There were quite a few e-mails exchanged with regard to what worked and what didn't. Finally, credit Whitney with this: "We used higher pressure, about 45 PSI, 30% thinner and mixed the gloss to flat at 1 to 3 or 25%, then added the drops then added the 30% water. Largest hole in the airbrush (#5 Pasche), light, light mist coats. We also prepped the surface with steel wool in the direction of the airflow on the wings and up to down on the fuse, then wiped down with clear water then dried. Still had some "dust" issues as the surface picks up some static cling after this prep but it cuts down on the "fish-eye" that we got on the ailerons. Once I got the mix formula from Whitney, I got good results spraying the clear on the Pup. I had spend considerable time on the phone with Jerry Nelson the owner of the company trying to garner his advice. His suggestion to use higher pressure to spray was helpful, but Whitney's 30% thinner was the ticket! Note, Whitney had experimented with mixing flat and gloss clear to the ratio above to achieve a bit of a shine like the original WWI planes,

This may be, so to speak, more about penguins than you needed to know....but, hopefully it will save you **a lot** of time should you decide to use latex and Nelson products. Thanks to Warren and Whitney for all of their help.

CAVU till next time.... Ron