



Club Officers

President – Robert Minieri
VP & Editor – Robert Cook
Treasurer – Sam Barrett
Secretary &
Webmaster – Larry Bonnette

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**AMA Membership
Renewals are Due
in December!**

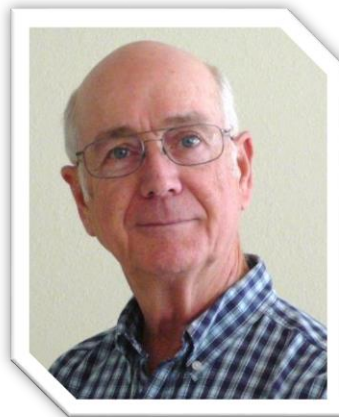
**The Tri-county
Barnstormers hold
monthly meetings at 7:30
PM on the first Thursday
of each month at the
Conroe Friendship
Center.**

The PropWash

Newsletter of the Tri-County Barnstormers R/C Club

Words from the Treasurer

[Sam Barrett](#)



BEST was, as usual, a successful event. Thanks, to the Contest Director, Kirk Jensen, for his efforts in coordinating all the members and sponsors required to stage the event. In addition, thanks, to the members who helped mow and clean up the field to get it ready for visitors. Thanks also to those who participated in the dismantling and put away of the sound system, canopy and other things we use to support our events. I think all of our members who attended and supported the event are satisfied with the results and had a great time.

The event draws modelers from all over Texas and from a Treasurer's perspective; it also generates revenues to support or

club. Special thanks to the sponsors who provide much of the merchandise for the event and make sure you support them with your business when you need modeling supplies.

The treasury is in shape to handle the property taxes coming up, along with the insurance we recently paid to protect our club facilities and equipment. The club is in the process of installing the new 100 amp DC supply we purchased to be sure we had ample charging supply for BEST. We need to place a contactor in the 30 amp line to the new supply because the timer we use with the old supply will not carry the full rated amps. We are temporarily using the old supply until the parts for our new installation are obtained and installed. The old supply will continue to be used as an auxiliary charging table for the remainder of its useful life. This and other projects like replacing the old "start stands" will use club funds and volunteer labor. The treasury is adequate to handle these projects and keep up the regular annual maintenance as well. If you see something that needs repair or replacement, please report it to the club officers so we are aware and plan accordingly.

If you've been to the field the first couple of weeks in October,

you have had some really nice flying. Other than the brief rains, the wind is down and the heat has moderated; making for a super outdoor activity. Our field is in great shape and the great weather is a draw to bring out the whole family and enjoy a wholesome get together and a fascinating hobby. The new technologies have really transformed the sport. Visit those sponsors of BEST and check out what they are getting in for the Christmas shopping spree and make it a “happy holidays” for all.

With December coming up, the AMA membership will be expiring for many of our members. I suggest you might want to renew early to ensure it doesn't slip your mind. You can't be out there on New Year's Day to be the first to fly in the New Year, if you aren't current on your AMA coverage. So, while you're thinking about it, go on-line or send in your check to get that worry put to rest.

Words from the President

Robert Minieri



The B.E.S.T. event that took place earlier this month was, as it usually is, awesome. Lots of pilots, and even more amazing planes. Thank you very much to Kirk Jensen for putting it on year after year, and to Sam, Max, Gary and everyone else who had a hand in allowing this event to take place. The weather ended up holding out for the most part and there was great flying all weekend.

On Sunday mornings a few of us have a regular tradition of all flying warbirds in formation in the pattern. We decided it might be fun to put this together with a bunch of pilots, and during the B.E.S.T. event we had 18 warbirds in the air all at once flying a tight formation! It was very cool to see all of the planes in the air at the same time doing roughly the same thing. It really reminded me of a real airshow when they do the WWII

simulation. There was also some very nice formation flying put on by 3 B-17's. All we need now is some smoke bombs on the ground and some gun sound effects. I'm already on it.

As 2013 comes to an end, we only have two meetings left this year. The November meeting will vote in new officers for the 2014 year, and the December meeting will follow the usual tradition of short business followed by a swap meet and just hanging out. But for this year, it was brought to my attention that it might be a fun time to include food and drinks, in a sort of pot-luck dinner and treats evening. I am very excited about this! We will discuss the details at the November meeting. So if you ever thought that maybe you might want to check out these meetings, these next two months would definitely be the time to do so!

See you at the field.

B.E.S.T. SPONSORS

- [New Creations RC](#)
- [Larry's Hobbies \(now out of business\)](#)
- [W Hobbies](#)
- [RC Hobby Shop](#)
- [Castle Creations](#)
- [Hitec - Multiplex](#)
- [Park Flyer Plastics](#)
- [Horizon Hobby](#)
- [Sky Shine](#)
- [OB Smith Adhesives](#)
- [Dare Model Distributors](#)

Words from the Secretary

Larry Bonnette



October 3, 2013
Start time: 7:30 PM
Members present: 30

The October 3, 2013 meeting was called to order at 7:30 PM by President Robert Minieri. The September meeting minutes were approved unanimously. Sam Barrett reported the field is ready for BEST. The old DC Power supply was replaced with a brand new telecommunications-quality 100 AMP supply. The club found one selling for \$594 (Shipping not included) but after some web searches on the same model number the same supply was found for \$549 (including shipping). The old power supply will be used to power the second charge bench.

Sam reported that some animal is digging up the sprinkler heads at the field and chewing the top of the head off. Sam also said the hot water has been fixed. Sam reported that the treasury is in good shape and hopes that a good turnout for BEST will

improve it even more. We still have taxes as well as normal field maintenance to pay for the remainder of the year.

Robert asked if there were any safety issues. Someone asked if anyone had gone over to talk with our new neighbor to the east. Gene Dobesh told the club that he had to go and retrieve one of his aircraft near their land and he got to speak with the lady who lived there. Gene said that she was a very nice lady and that she was a little concerned with the possibility of an airplane crashing and scaring her horses. Gene assured her that members take a lot of care to avoid flying over or near her land. The consensus of club members agree that we should invite them over so that we can show them around and explain our purpose.

The “Club Officer Search” committee reported that they found that Kirk Jensen is interested in the club President position and Keith Jarvis is interested in the club Vice President position. Sam Barrett is willing to continue as Treasurer and Larry Bonnette is willing to continue as Secretary. Gary Baumgartner volunteered to become club safety officer effective immediately and he will continue to fill the safety officer role into the 2014 season.

Three new members were voted in unanimously:

- Wayne Pollis
- Kraig Hubbard
- William Scarborough

Model of the month was won by Richard McCants

The attendance award would have been won by Don Menk but he wasn't there

The name tag award was won by Richard McCants

Meeting adjourned at 8:36 PM

OBSERVATIONS AT B.E.S.T.

by [Gene Dobesh](#)

The weather forecasters were predicting rain and high winds for the event and as usual got it all wrong. Friday was a great day for open flying and Saturday was ideal. Sunday was also a great day but a little breezy

- Steve Sartor and Francis Wright flew their ornothropters. They were about the size of a small turkey and flew (flapped) quite well and controlled nicely.
- Robert Mineri flew his great looking Fleet Biplane that was built originally by his father in 1977. Robert converted it to electric power and it flew very realistically. This airplane won the Pilots Choice award.
- Jimmy Andrews flew his F-117 Stealth Fighter. This airplane was built up from plans. The full sized airplane was reported to be unable to fly without the aid of a computer. Jimmy doubled as the computer and controlled the airplane quite well. It was so stealthy that he had to wear special glasses to see it. (Yeah, right!)
- Marty Robinson, from Pearland, flew a 15 inch span Voodoo that was unbelievably fast. He says it was clocked at 180 mph, but it sure looked to be faster than that. Marty has been attending the B.E.S.T. since 2006.
- Monty West brought a gaggle of flying machines. I counted 18, and he flew them all at least once.
- Gary Moxley flew his great looking 1/4 scale P-40. Unfortunately it crashed while attempting a landing and was a total loss. This airplane is kitted by Park Flyers Plastics, Keith Sparks the owner. It is mostly foam and very light.
- Zagy combat was a hit with spectators. The first round had more airplanes in the air than could be counted and looked and sounded like a swarm of bees.

The Builder's Corner



Special Submission
by [Bud Brinkley](#)

This month's article will hopefully explain the basics of covering your aircraft with fabric and dope. We all use and love the heat-shrink plastic coverings but a good fabric and doped airplane will stand out above the rest. If you are building a scale model I highly recommend that you try this technique as this will certainly add to the realism, strength, and long-term durability and it's fun to do. Covering a structure in fabric and dope can be pretty involved so I will break this subject up into several articles to save newsletter space.

First I will say that aircraft dope really stinks! Literally. After using it for so many years my wife and I actually have come to enjoy the smell. (Of course we can't remember each other's names anymore ...) It is imperative that you dope your airplane outside with plenty of fresh air ventilation, as the fumes are very noxious and very flammable.

The materials used for fabric covering are few and relatively simple. Polyester fabric in a grade light enough for model covering, a pint or quart of clear butyrate aircraft dope, some thinner, and a few paint brushes are all that you need to get started. You can still buy clear butyrate dope in pint jars from the hobby shops or online. I use it by the gallon so I order standard certified aircraft dope as it works out to be cheaper in the long run for me.

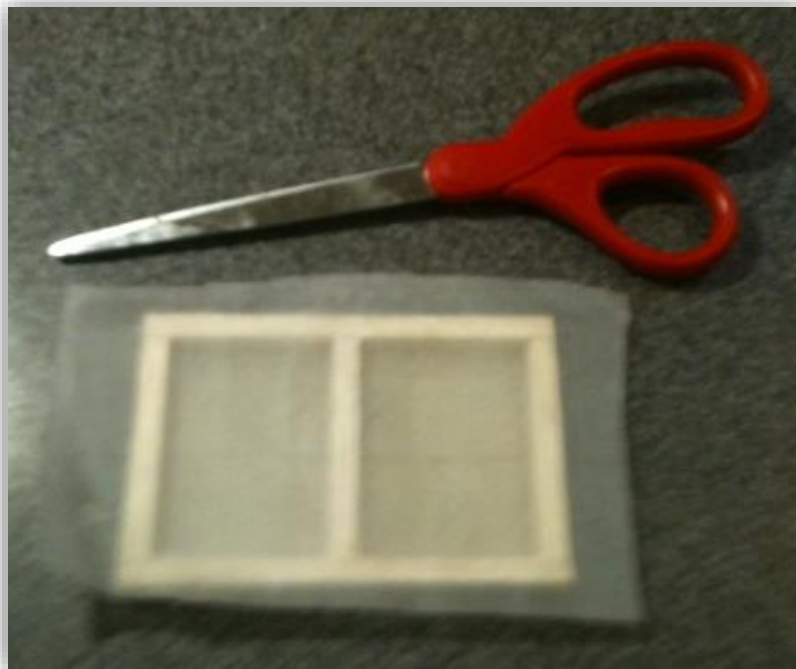


You can use their brand of thinner also or just use a good quality lacquer thinner. The basis of the whole technique is to glue the fabric on the structure, shrink it tight, and then apply the dope to seal the fabric pores. That's really all there is to the method and the mystery of a good fabric job really comes down to the details, which are few.

A properly applied fabric and doped airplane can be just as light as plastic covering and very much more durable. Once the fabric is shrunk and doped, it will stay tight forever.

Unfortunately you usually see a doped finish covered in heavy paint that is sloppy, and the plane ends up overweight and flies that way too. Actually clear butyrate dope is fuel proof and no paint is needed at all. But for scale models paint is usually required and one must pay attention to save weight while in the painting process after covering.

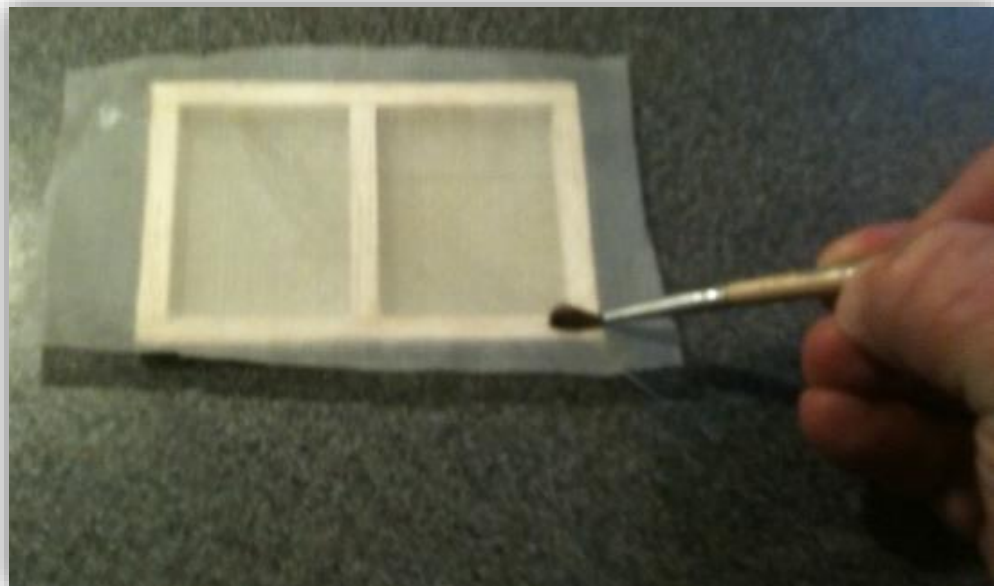
I prefer to use Sig Koverall fabric as it is reasonably priced, shrinks well with a covering iron, and the tight weave takes the dope evenly. My preferred method of attaching the raw fabric to the wood structure is using the same butyrate dope that I will use later on in the doping process. Many people use nitrate dope for this as it is a little bit tackier, but I find that using butyrate does this task just as well. I highly recommend that you build a simple rectangular square structure to use as a test bed before you actually start to glue the covering on the model structure itself.



This will help you get a feel for working with the fabric and if you make a mistake then just peel it off and try again. In the picture I have built up a simple structure to show as an example. The structure must be completely sanded smooth and free of any sharp glue bumps. Then open your clear butyrate dope and pour a small amount into a clean disposable non-waxed paper cup and quickly seal your main container of dope so that a film does not form

and ruin your bulk supply can. NEVER dip your dope brush into your bulk dope can, as this will contaminate it a ruin it in short order. Brush the raw, un-thinned dope directly onto the wood structure in the areas that will contact the fabric. Let this dry a few minutes and then give the same areas another thick coat again. Let this dry an hour or so, and then very lightly sand to eliminate any rough areas. This will be your glue base that the fabric will adhere to.

You start by cutting a piece of fabric about an inch bigger on all sides of the part to be covered. Use sharp scissors to minimize unraveling of the fabric. It takes a little practice to get a feel for how the fabric will lay down around curves and in seams. Brush the wood structure again with another good coat of un-thinned raw dope and then apply the dry fabric quickly while the dope is still wet. Work in small sections till you get the edges of the entire piece glued down.



I find that using my bare fingers to press the fabric into the wet dope is the easiest and best method of getting the fabric to stay put where you want it. Have some cheap lacquer thinner on hand to keep your hands clean and to use as a release agent if you make a mistake and need to reposition the fabric. Some of my fondest memories are peeling dried dope off of my fingertips while watching manly TV shows like “The Bridge Over the River Kwai” or something similar. If your shop TV is blaring something like “Cupcake Wars” you are doomed to failure. Use plenty of dope to get all of the edges glued down. When the dope dries most of the weight will evaporate away and it smoothes out nicely. Trim the edges smooth with scissors and very lightly sand any fuzzy areas around the edges. I try to get the fabric somewhat tight and wrinkle free during the gluing process. After the dope along the edges of the frame has dried completely, you can then use a standard covering iron to shrink the un-doped open sections of fabric and pull out any remaining wrinkles.



The next step is to thin the raw dope with a little lacquer thinner and using a good quality brush, work the thinned dope into the entire fabric area. Take care when brushing the open framed areas to avoid pushing the dope through the fabric and puddling up underneath causing a “hard dope bump” that will show up in the finish later. Let each coat dry completely before applying another.



I am usually satisfied with three or four coats depending if I want the fabric weave to show through. The fabric will probably go somewhat limp each time that you apply a coat, but not to worry as the butyrate will shrink the fabric very tight again as it dries.

Well that's it for this month. Try this practice technique and you will see that covering a plane in fabric and dope can be a rewarding finish to that beautiful plane that you've worked so hard to construct!