



# The FLIGHTLINE

**BAYSIDE R/C Club, Inc. AMA #1411  
Fremont California**

**May 2011**

### Bayside R/C Club Officers

President ..... Pete Kontorinis ..... 510-304-3056  
 Vice President ..... Dan Sievert ..... 925-443-2604  
 Treasurer ..... Will Sievert ..... 408-379-2520  
 Secretary ..... Frank Goto ..... 510-713-1212  
 Chief Instructor .... Dave Neves ..... 510-794-8065  
 Field Manager ..... Guru Mysore ..... 408-576-7214  
 Safety Officer ..... Mike West .....  
 Editor ..... Phil Cole ..... 650-462-9707  
 Editor's e-mail ..... [newsletter@baysiderclub.com](mailto:newsletter@baysiderclub.com)

Bayside R/C Club Web Site: [www.baysiderclub.com](http://www.baysiderclub.com)

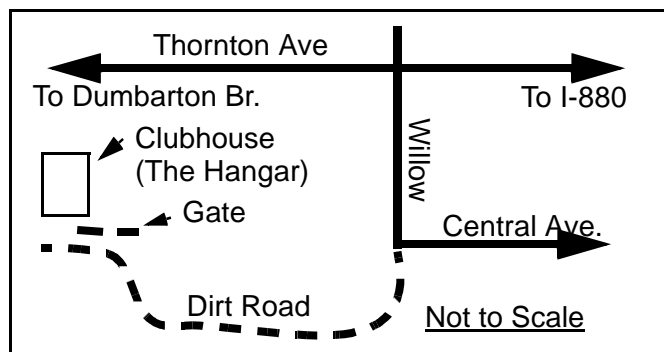
Save the club postage and printing (not to mention the trees) - sign up for electronic delivery of Flightline at <http://baysiderclub.com/lists/?p=subscribe&id=2>

### Next Meeting

Club meetings are held on the second Thursday of every month at "The Hangar".

**Next meeting: May 12, 2011 at 7:30 p.m.**

**ALL MEMBERS ARE INVITED TO BE THERE!**



### Car Track Contacts

Ron Watson . [onthrottle@gmail.com](mailto:onthrottle@gmail.com) ..... 408-823-3766  
 Nate Tramel . [biggin-nat@earthlink.net](mailto:biggin-nat@earthlink.net) 408-263-1804

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### Flight Instruction:

BAYSIDE R/C Club has qualified flight instructors to help you get started, solo or just improve your overall skill. These members are the foundation of the club and spend much of their personal time making the club a success. Primary instructors are available on a regular basis. Secondary instructors can help out on a case by case basis.

#### AIRPLANE - PRIMARY

Bill Johnson ..... Sat/Sun ..... 408-293-1576  
 ..... [bjs72ta@msn.com](mailto:bjs72ta@msn.com)  
 Mark Glanville ..... Fri/some Wed's ..... 408-272-9045  
 Ben Jensen ..... Wed/Fri/Sun ..... 510-498-1921  
 Gene Langley ..... Wed (by appt)/Sat/Sun ..... 510-487-3187  
 ..... [genelangley@sbcglobal.net](mailto:genelangley@sbcglobal.net)  
 Dave Neves ..... Wed/Sun ..... 510-794-8065  
 Mike West ..... Sat/Sun ..... 408-732-4279  
 ..... [iflyi16@comcast.net](mailto:iflyi16@comcast.net)

#### AIRPLANE - SECONDARY

Phil Cole ..... Sat/Sun ..... 650-462-9707  
 George Coward ..... ??? ..... ???  
 Frank Goto ..... Sat/Sun ..... 510-713-1212  
 ..... [ifly9z-frankgoto@yahoo.com](mailto:ifly9z-frankgoto@yahoo.com)  
 Hal Hirsch ..... ??? ..... ???  
 Pete Kontorinis ..... Sat/Sun ..... ???  
 Alberto Lanzas ..... Sat/Sun ..... [rcflynpilot-sky-lane@yahoo.com](mailto:rcflynpilot-sky-lane@yahoo.com)  
 Scott Morasci ..... ? ..... 408-205-4961  
 ..... [scott.morasci@sbcglobal.net](mailto:scott.morasci@sbcglobal.net)

Ran D. St. Clair ..... Sun/by apt ..... 650-299-1240  
 Dan Sievert ..... Sat/Sun ..... 925-443-2604  
 Will Sievert ..... Sat/Sun ..... 408-379-2520  
 Paul Winslow ..... Sat/Sun ..... ???

#### HELICOPTER - PRIMARY

Ryan Abbot ..... Sat/Sun .. [RT\\_Abbott@msn.com](mailto:RT_Abbott@msn.com)  
 Phil Cole ..... Sat/Sun ..... 650-462-9707  
 Jim Miller ..... Sat/Sun ..... 408-737-9517  
 Dave Neves ..... Sat/Sun ..... 510-794-8065  
 Wolf Witt ..... Sat/Sun ..... [rcwolf@ymail.com](mailto:rcwolf@ymail.com)  
 Sharam Shirazi ..... ??? ..... [sharam@dalex.ws](mailto:sharam@dalex.ws)  
 ??? means your editor does not have the information



Hi Everyone,

As reported last month, we had some hope of possibly using our old field temporarily while Bart gets the money to start construction. Dave contacted Bart and was told that the contractors are entering there bids this month and construction will start soon afterwards. If there is a delay in construction, Dave was told they will

contact us. I would be surprised if they did contact us!

During our last meeting there was interest in having a club BBQ. The idea sounded like a good chance for us to get together once again and I am all for it. We are going to have to find a good location that is close to our old field. Maybe a park where we could fly electrics would work? I would really like to see what the interest would be before I go and buy the food and drinks. I might send out an email and go ahead with the BBQ if I get a good number of responses. Once I figure out a possible date I will let you know via club email.

Last week I got a call from the production team that films the Myth Busters episodes on the Discovery channel. They were looking for the club to help them out with helicopter pilots. After sending out the mass email. Four of our members volunteered to help with a future episode. If your familiar with the movie scene where a car is precariously balanced on the edge of a cliff, and a bird lands on the hood and causes it to tip over and fall down the cliff. Well, the birds will be replaced by the helicopters of various sizes. Sounds like it will be a fun day of flying! Hope to see the episode sometime soon! I will see if I can find out when the episode might air. I will let you know when I find out.

Take care, Pete

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## Bayside R/C Club Meeting Minutes April 14th, 2011

Meeting opened at 7:31

President – Pete Kontorinis – present

Vice President – Dan Sievert – not

present

Secretary – Frank Goto – present

Treasurer – Will Sievert – present

Attendance – 19 members

### Introductions

Just the usual suspects tonight!

### March meeting minutes

Were approved as published.

### President's Report –

-Asked members in attendance if meeting frequency should be cut down, everyone agreed that they should not. - New field committee approached BART about using the field on a month to month basis but said no. Still hopeful about construction! - BBQ was suggested, will look into a suitable site.

### VP report –

Dan had a church function to attend.

### Treasurer's report –

Will gave this vital report. No new members tonight. Will has rechartered the club with the AMA.

### Safety Chairman (Mike West) – present

No incidents nor suggestions.

### Chief Instructor (Dave Neves) – present

No soloists this month.

### Field Chairman (Guru Mysore) – not present

No field to chair!

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**Newsletter editor (Phil Cole) – present**

The one issue went out the old way, others reading on-line!

**Website editor (Micah Stroud) – not present**

Is working well. Suggestion was made to rotate pictures in the gallery. Pete may add the pictures he has to the Facebook site;

<https://www.facebook.com/group.php?gid=94456130769> (or just do a search there). Frank has his shots at;

<http://public.fotki.com/sfsjkid/radio-control-stuff/>

**New Field Committee**

Dave has another contact for the Cisco property and is pursuing that. Will mentioned that a decision for the Zanker site now won't be made until 2012 to 2020. May propose a temporary field plan for the interim.

**Secretary's report –**

Nothing additional to report.

**Snacks –**

Will brought the snacks tonight! (applause).

Frank had the raffle stuff there!

**Event reports –**

Dave Marshall found an unofficial electric field in Brisbane just north of Oyster Point. Talk to him for details.

**Upcoming Events –**

Dave planning to put on a Heli Jamboree at the end of the month at South County. Mike mentioned the Castle scale event Memorial day weekend.

**Old Business**

No old business.

**New Business**

None tonight.

**Break - 8:10 - 8:27**

**Show and Tell –**

**Dave Marshall** had glider that was designed by a guy in the UK. Seemed to be very fond of it because of its speed. Plywood is used to for the fuselage. Will fly it at Los Banos.



**Kunal** had his Great Planes CAP232 to show off. Powered by a DA50 of course! Has 3 batteries total for the radio and ignition, servos all have 180oz. of torque. Should be ready to fly very soon.

**SAD Patch**

No crashes so tonight's went to Will for the closest thing. He let the cheese get too hot and melted it!

**Raffle –**

- Phoenix Models Yak - Wayne Wood
- Hobbico Battery Caddy - Phil Cole
- 30 Minute Epoxy - Dale Knukle
- 5 Minute Epoxy - Rich Sauneuf
- Thin CA - Dominic Civiletti
- Thick CA - Dominic Civiletti
- Accelerator - Rich Sauneuf

Meeting ended – 8:42PM

Next meeting - Thursday, May 12th @ 7:30PM



## RC Airplane Tips: Getting that Great Looking Finish

by John Adams

A beautiful, professional quality finish adds that all-important final touch to your model. It's what gets those extra stares at the field ... and makes you proud of a job well done.

Some expert builders would have you believe covering is an art that takes years of experience to develop, but the truth is that you can achieve it with some basic know-how and patience. Understanding the materials you're working with is vitally important, and surprisingly, this is where many modelers make the biggest mistakes.

Each brand of covering has unique properties. So if you learn using one type of covering and then try using those techniques with a different brand, it often leads to marginal results. I've been using UltraCote exclusively for the last 15 years. UltraCote offers several unique properties that are advantageous over other film coverings, making it easier for me to achieve and maintain a professional finish.

### Multi Temperature, Maximum Control

UltraCote is unique in that different things happen at different temperatures. This allows for precise control during covering.

Covering with UltraCote becomes many times easier—with vastly improved results—when you understand what specific temperatures do to UltraCote, and when to use those temperatures.

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### 220°F: Application

The adhesive is activated at just more than 220°. At the recommended application temperature of 220°, the adhesive reaches its full bonding strength. No shrinkage of the film occurs, so no distortion of the film takes place. Use the 220° application temperature when applying covering and when applying UltraCote trim pieces over UltraCote. Remember, if your iron is set at 220°, no shrinkage or distortion will occur, so there is no risk of distorting seams, trim lines, or trim pieces and full bonding strength occurs.

Watch out for ... don't press! Heat liquefies the adhesive, not pressure. Let the heat do the work and avoid gouges. It's natural to want to apply pressure, but it doesn't affect the bonding strength. If you're using a sock (highly recommended), it will be necessary to go more slowly over a given area, as it takes longer for the heat to penetrate the material. Some modelers turn up the heat to 240° when using a sock, but I prefer to stick with the 220° temperature and go at a slightly slower pace. This creates fewer air bubbles.

### 300°F: Shrink Onset

At 300°, UltraCote will begin to shrink. Use this temperature after the covering is applied to tighten it, remove wrinkles, and remove imperfections. It's amazing how many wrinkles can be removed at this temperature, and it's important to start removing imperfections at this minimum shrink 300° setting.

UltraCote features a unique property that allows for a controlled shrink rate based on the selected temperature. While it begins to shrink at 300°, at 320° UltraCote shrinks 18% of its total shrink rate. It's important to use the minimum temperature necessary to achieve a smooth, wrinkle-free finish.

Most modelers don't realize that to further shrink most brands of film covering, it must be heated above its previously exposed peak temperature. In other words, if a covering was already exposed to 320°, it will be necessary to go above 320° to further

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shrink the covering. Use the lowest temperature possible to achieve a smooth wrinkle-free finish at the starts and you'll have the largest available shrink rate remaining should you later need to shrink the film.

Watch out for ... stay away from seam lines and edges! Remember, 300° is well above the adhesive activation temperature, and seams will pull away. If you have some stubborn wrinkles close to the seam line, try this trick. Soak a washcloth in cold water, then fold it twice and place it on the seam line, covering the seam but exposing the wrinkles. With your iron at 330°, quickly apply it to the wrinkled area for about 5-10 seconds. The washcloth will keep the seam cool, and prevent it from pulling apart and distorting.

### 350°F: Maximum Shrink

At 350°, the maximum shrink is achieved. You won't use this setting very often, but it's important to know the total shrink temperature range. That's because the amount of shrink rate you'll have left is based on the temperature you use to shrink the covering.

For example, if you're shrinking your film using 320°, you'll find that 82% of the total remaining shrink is left. That's good! That means that, if in the future you need to re-shrink the covering, it won't be a problem. But a word of caution: use the high temperatures only as a last resort to shrink wrinkles and imperfections. In most cases, if you need to use this much heat, you'd be better off to just replace the covering with a new piece.

Watch out for ... stay away from seams and edges. The higher temperature can cause bubbling and blistering.

### Removing UltraCote

You may come to a point when you'll need to remove or replace a piece of UltraCote.

In many cases, the covering will simply pull away, but if you're having a tough time, use your heat gun. Lift a corner of the covering and then pull away while directing heat in the area to be removed. I just recovered a two-year-old Reebok CAP 232 using this heat gun technique and it looks as good as new.

### Bubbles and Blemishes

When your airplane sits out on a hot sunny day, you may notice that the covering bubbles and wrinkles. This is common with all brands of film covering, no matter what the manufacturers claim. But getting rid of those wrinkles is easy. You'll need a heat gun, a covering mitt, a wet washcloth, and a fine straight pin.

Heat the affected area and notice how the air underneath the cover expands, making bubbles. As you continue to apply heat, moving in a 6-inch circle, it will release the adhesive bond. At first, several smaller bubbles will appear, but as you continue to work the area, the bubbles will join to form one large bubble. Now pop the bubble with the pin, and immediately wipe the area with a covering mitt to reattach the covering. It may take several attempts, and you'll get better after you do it a couple of times.

It's important not to stay in one place for very long with the heat gun, especially if you're working with a balsa-covered foam part as warping and damage could occur. If the affected area is close

to the seam, use the wet washcloth trick to prevent the seams from distorting and pulling apart.


### Preventing Heat Blemishes

Heat blemishes occur when the elevated temperature causes the trapped air in the wood to expand. With nowhere to go, the expanded air causes a bubble to form in the covering and stretches the film. When the air cools, the stretched covering remains. You'll notice this happens especially with dark colors like black or dark blue, and that this never happens on the bottom of the wing, but only the top where the sun heats the surface.

The solution? While several methods have been tried—like completely painting the wood structure with thinned white glue to prevent the air from reaching the surface—we know of only one method of preventing this from happening: don't leave your airplane in the sun! Seriously, get a cover or a tent or find some shade. Also, choosing light colors will prevent the intense heat buildup. Last summer during our hottest days, I measured the covering temperature on a dark blue airplane that had been sitting in the sun at 163°. If you keep them from getting hot, there is no problem, but, for those times when they do, practice the re-shrinking techniques mentioned, and it will only take a few minutes to bring back that pristine finish. Q

Treasurer's report March 2011	
Holy Spirit Church	\$300.00
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Meeting refreshments	\$81.04
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