



Harbor Soaring Society  
P.O. Box 1673  
Costa Mesa, CA 92626

## FIRST CLASS MAIL

WILL CONRAD  
9359 SHRIKE AVE  
FOUNTAIN VALLEY , CA 92708



### (The Soaring) Society Column

President:	George Joy	(714) 556-6385
Vice Pres:	Rich Garner	(714) 526-6734
Secretary:	Dave Nemecek	(714) 839-4317
Treasurer:	Frank Chasteler	(714) 545-2185
Contest Coord:	Ross Thomas	(714) 638-0705
General Dir:	Jared Stalls	(714) 722-1846
News Letter Ed:	Bob Sliff	(714) 895-1203

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**"The Oldest Chartered Soaring Club In the AMA"**

**Charter # 128**

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December 1990

Volume 27 Number 12

**December Club Meeting:** The December club meeting will be held on Wednesday, December 5, 1990, 7:30 pm at the Consolidated Water District Office, 1965 Placentia Ave., Costa Mesa, Ca. The Monthly club contest will be on December 9th, field conditions permitting.

**January Club Meeting:** The January club meeting will be held on Wednesday, January 2, 1991 at 7:30 pm at the Water District Office. The meeting will feature Bob Renaud of Airtronics who will present information on the latest Radios and will answer your favorite questions.

# HARBOR SOARING SOCIETY

## MINUTES OF THE NOVEMBER 1990 MEETING

The meeting was called to order by the president, George Joy, at 1930 hrs.  
New faces – George Azvedo. Just now coming back to R/C soaring having flown gliders a long time ago.  
The Treasurer's report was presented by Frank Chasteler and was approved as read.

### OLD BUSINESS:

The November contest director, Rich Garner, will not be able to make the Nov. contest. Ross Thomas will take his place, and he asks for members to help with winches and retrieving.  
Ross Thomas made mention of the Dust SC2 contest on the 18th of November, that some members are going on Saturday and staying over night.  
Frank Chasteler noted that a "typo" had occurred in the news letter on Larry White's 2 meter score. The score is correct in Frank's computer which is the one that keeps all of the scores.  
Morry Smith discussed the recent problems with the low flying helicopter. He is keeping a log of the helicopter's flight regarding time, direction, and est. altitude for a possible report to the CMPD  
Frank Chasteler presented the board meeting decisions regarding club membership renewal and dues increases for 1991. The new AMA and club application requirements were discussed.  
A motion was made and approved to include the club rules on the back of the membership application form so that members will be able to read what they are signing for.

### NEW BUSINESS:

Frank Chasteler provided some updated information on Airtronics radios and the new Legend sailplane. He said that the new odd number frequencies will not be available from Airtronics until mid-January 1991.

A motion was made and passed to have the Lee Renaud Memorial contest next year and to try to have it as an SC2 (extra) contest.

### ELECTION OF 1991 CLUB OFFICERS.

The following officers will serve for 1991.

President: Norm Kutch  
Vice President: Jim Parsons  
Secretary: Brian Germain  
Editor: John Ostrowski  
Contest Coordinator: Ben Clerx  
Treasurer: Frank Chasteler  
General Director: Bob Sliff

A motion was made and seconded to adjourn the meeting and begin the Swap Meet at 2120 hrs.  
Dave Nemecek, Secretary.

## PROGRAMS--NOTICES

DECEMBER PROGRAM: Rich Garner will present video tape/s on the Voyager II mission to Uranus.

Ben Clerx found a source on Stop Watches of the "Loris" type. Though it another brand name, it is the same watch. The source is "Accusplit, Inc., 2290A Ringwood Ave, San Jose, Ca 95131 [CA# 1-800-621-0018]

## HSS 1990 CONTEST SCHEDULE

DEC 2 ..... TORREY PINES SC2 CONTEST  
 DEC 9 ..... HSS CLUB CONTEST  
 JAN 19-20 ..... SOUTHWEST REGIONALS (CASL)  
 NEXT YEAR'S CONTEST WILL BE PUBLISHED IN THE NEXT ISSUE AS IT IS APPROVED BY THE HSS MEMBERSHIP.

## Club Name Tags and Decals

Club name tags and decals for new members are available from Frank Chasteler. Check with Frank to see if yours are in.

### HSS MONTHLY CONTEST, DECEMBER 1990--STEVE FINK, CD.

1. 15 MINUTE ADD-EM-UP; 2. NO FLIGHT OVER 6 MINUTES; 3. ONLY BEST LANDING WILL COUNT; 4. 1000 POINTS TOTAL (100 LANDING POINTS AND 900 FLIGHT POINTS MAX = = ONE POINT PER SECOND.)

### FLASH! BEARDSLEY TO PILOT CALIFORNIA SLOPE RACERS.

The 1991 International Slope race is off to a flying start under the leadership of Rich Beardsley, recently elected chairman of the board of CSR. Beardsley, of Santa Maria, was elected by a slim margin over Ray Kuntz of Los Angeles. Slope race pilots are represented by thirteen board members located throughout California.

California Slope Racers was organized in 1989 to manage the annual International Slope Race and to run regional races. Any pilot who enters a CSR slope race become a member of the organization. There are no membership dues. Expenses, such as printing, postage and AMA fees are obtained from CSR contest entry fees.

Information may be obtained from Rich Beardsley, 2401 Country Ln, Santa Maria, CA 93455. (805) 934-3191.

## THE HSS VIDEO LIBRARY

The following club owned videos are available for viewing.

Name .....	Comment .....	Rating (0-5)
Saber Jet .....	F-86 History/shoot-em-ups .....	4
Striking Back .....	.....	4
Foam, Fiberglass, Flight .....	.....	4
First Flight .....	.....	0
Monokote 1 & 2 .....	Interesting .....	3
MIG Killers .....	.....	3
Hook Down, Wheels Down .....	NAVY Aviation Hist .....	4
F3E USA Team Selection 1988 ..	Elect flight .....	none
Dawn Patrol .....	WWI Movie .....	4
Thunderbolt, Flight For The Skys .	WWI Air Combat .....	5

More tapes are being added all the time. All tapes are in VHS format. For information about the tapes ask at the next meeting. (ed.)

HARBOR SOARING SOCIETY  
CLUB CONTEST, NOVEMBER 1990

OPEN CLASS

PLACE/NAME	WINS	CLASS SCORE/NORM/TROPHY	
1. STALLS, J		EXP 2945.0 1000.0	E-1
2. MARTIN, T		EXP 2932.0 995.6	E-2
3. GERBIN, B		EXP 2925.0 993.2	E-3
4. CLERX, B		EXP 2900.0 984.7	
5. CHASTELER, P		EXP 2874.0 975.9	
6. WHITE, L		EXP 2873.0 975.6	
7. FINK, S		EXP 2865.0 972.8	
8. SLIFF, B		EXP 2865.0 972.8	
9. GATES, M		GST 2848.0 967.1	
10. RICHARDSON, P		EXP 2839.0 964.0	
11. GARNER, R		EXP 2815.0 955.9	
12. JOY, G		EXP 2808.0 953.5	
13. MILLS, A	ONE	SPT 2797.0 949.7	A-1
14. RITSCHKE, G		EXP 2790.0 947.4	
15. COLLETT, M	ONE	SPT 2776.0 942.6	A-2
16. DUNCAN, B	TWO	SPT 2758.0	S-1
17. BONANNO, T	ONE	ADV 2738.0 929.7	
18. THOMAS, R		EXP 2737.0 929.4	
19. PANTZAR, D		EXP 2731.0 927.3	
20. HENDRY, S	ONE	ADV 2725.0 925.3	
21. SANDRONI, H	ONE	ADV 2712.0 920.9	
22. PARSONS, J	TWO	SPT 2679.0 909.7	S-2
23. NEMECEK, D		EXP 2657.0 902.2	
24. JOY, B	NONE	SPT 2593.0 880.5	
25. DANRICH, D	NONE	ADV 2538.0 861.8	
26. KUTCH, N	TWO	ADV 2493.0 846.5	
27. GERMANE, B	ONE	SPT 2480.0 842.1	
28. LONG, D	ONE	ADV 2465.0 837.0	
29. CRON, A		EXP 2415.0 820.0	
30. ZINK, D		EXP 2260.0 767.4	
31. NEHRING, C	NONE	SPT 2205.0 748.7	
32. STOVALL, L	ONE	SPT 2196.0 745.7	
33. YOUNG, B	ONE	SPT 2114.0 717.8	
34. LAWHEAD, G	NONE	SPT 2054.0 697.5	
35. BUZOLICH, N	NONE	SPT 1960.0 665.5	
36. LACKEY, R	ONE	SPT 1581.0 536.8	
37. MEARS, B	NONE	SPT 1310.0 444.8	

2 METER RESULTS

PLACE/NAME	SCORE/NORMAL
1. RICHARDSON, P	2949.0 1000.0
2. JOY, G	2925.0 991.9
3. MARTIN, T	2846.0 965.1
4. LONG, D	2828.0 959.0
5. LACKEY, R	2822.0 956.9
6. HENDRY, S	2805.0 951.2
7. KUTCH, N	2731.0 926.1
8. WHITE, L	2728.0 925.1
9. FINK, S	2713.0 920.0
10. BONANNO, T	2685.0 910.5
11. JOY, B	2664.0 903.4
12. DUNCAN, B	2479.0 840.6
13. CONRAD, W	2461.0 834.5
14. THOMAS, R	2338.0 792.8
15. NEHRING, C	2313.0 784.3
16. MEARS, B	2222.0 754.5
17. STOVALL, L	2117.0 717.9
18. BUZOLICH, N	2072.0 702.6
19. PARSONS, J	1729.0 586.3

STANDINGS 2 METER CLASS  
BEST 7 OF 10

1. MARTIN, T	6817.1	7
2. JOY, G	6800.1	7
3. RICHARDSON, P	6645.1	7
4. WHITE, L	6588.3	7
5. THOMAS, R	6499.0	7
6. HENDRY, S	5864.7	7
7. FINK, S	5780.4	7
8. STOVALL, L	5709.0	7
9. KUTCH, N	5599.6	7
10. PARSONS, J	5224.0	7
11. ANDERSON, V	4828.2	7
12. BUZOLICH, N	4598.1	7
13. LONG, D	4563.9	6
14. SLIFF, B	4266.8	5
15. BONANNO, T	4142.9	5
16. CONRAD, W	3401.7	4

OPEN STANDINGS OCT 1990  
BEST 7 OF 10 SCORES

PLACE/NAME	CLASS/SCORE/CONTESTS
1. MARTIN, T	EXP 6909.8 .7
2. JOY, G	EXP 6859.2 .7
3. WHITE, L	EXP 6841.5 .7
4. STALLS, J	EXP 6830.9 .7
5. ZINK, D	EXP 6713.6 .7
6. GARNER, R	EXP 6710.9 .7
7. CHASTELER, R	EXP 6623.2 .7
8. SANDRONI, H	ADV 6603.2 .7
9. SLIFF, B	EXP 6579.4 .7
10. FINK, S	EXP 6523.8 .7
11. THOMAS, R	EXP 6505.9 .7
12. NEMECEK, D	EXP 6435.8 .7
13. KUTCH, N	ADV 6364.5 .7
14. RICHARDSON, P	EXP 6338.6 .7
15. CRON, A	EXP 6293.8 .7
16. HENDRY, S	ADV 6070.7 .7
17. PANTZAR, D	EXP 5775.3 .7
18. GERMANE, B	SPT 5728.2 .7
19. PARSONS, J	SPT 5522.2 .7
20. RITSCHKE, G	EXP 5479.4 .7
21. STOVALL, L	SPT 5143.1 .7
22. BUZOLICH, N	SPT 5062.3 .7
23. LONG, D	ADV 4929.9 .6
24. ANDERSON, V	SPT 4428.9 .6
25. AIMES, J	ADV 4174.9 .5
26. BONANNO, T	ADV 4115.0 .5
27. DURHAM, J	EXP 3579.2 .5
28. GIBBS, D	ADV 3395.6 .4
29. JOY, B	SPT 3281.6 .4
30. MILLS, A	SPT 3114.4 .4
31. LACKEY, R	SPT 3104.9 .4
32. DUNCAN, B	SPT 2921.2 .4
33. GERBIN, B	EXP 2847.9 .3
34. NEHRING, C	SPT 2733.2 .4
35. HENDRY, M	ADV 2692.5 .3
36. LOWERY, R	EXP 2691.8 .4
37. COLLETT, M	SPT 2649.2 .3
38. DANRICH, D	ADV 2553.6 .4
39. LAIR, D	SPT 2119.5 .3
40. LAWHEAD, G	SPT 1987.4 .5
41. CLERX, B	EXP 1936.1 .2
42. LUPPERGER, J	EXP 1920.8 .2
43. STOKER, P	EXP 1854.7 .2
44. YOUNG, B	SPT 1654.3 .2
45. BRATRUD, R	EXP 1419.1 .2
46. LAMPRECHT, D	EXP 993.2 .1
47. CHASTELER, T	EXP 955.2 .1
48. BRANDT, D	EXP 939.6 .1
49. ROWELL, W	SPT 918.0 .1
50. MAHER, M	SPT 909.7 .1
51. DE ROCCO, C	SPT 853.2 .1
52. GERBIN, R	EXP 843.8 .1
53. ANKENBAUER, S	SPT 849.9 .2
54. ANDERSON, J	ADV 842.8 .1
55. LASATER, J	SPT 774.8 .1
56. MEARS, B	SPT 444.8 .1
57. CHAMBERLIN, R	SPT 238.1 .1

17. JOY, B	3277.4	4
18. LACKEY, R	3020.7	4
19. DURHAM, J	2954.3	4
20. DUNCAN, B	2823.2	4
21. HALL, H	2375.5	3
22. STALLS, J	1947.0	2
23. LUPPERGER, J	1889.8	2
24. COLLETT, M	1738.1	2
25. NEHRING, C	1533.3	2
26. LAWHEAD, G	1326.3	2
27. STOKER, P	1182.4	2
28. LAMPRECHT, D	954.3	1
29. YOUNG, B	916.2	1
30. MEARS, B	753.5	1
31. DANRICH, D	603.9	1
32. LAIR, D	579.9	1
33. DE ROCCO, C	285.7	1
34. SANDRONI, H	239.2	1
35. CHAMBERLIN, R	210.1	1
36. ANKENBAUER, S	187.8	1

# SOUTHERN CALIFORNIA SOARING CLUBS

## RESULTS OF THE DUST CONTEST OF 11/18/90 REX POWEL, CD.

PLACE/NAME	CLUB	CLASS	SCORE	NORMAL	TROPHY
1. WURTS, J.	TOSS	EXP	2966.0	1000.0	E-1
2. PERKINS, D.	PSS	EXP	2937.0	990.2	E-2
3. MARTIN, T.	HSS	EXP	2934.0	989.2	E-3
4. GATES, M.	HSS	SPT	2934.0	989.2	E-4
5. SIREN, J.	PSS	EXP	2918.0	983.8	E-5
6. MORAN, M.	TOSS	EXP	2910.0	981.1	
7. SHELBY, R.	ISS	EXP	2881.0	971.3	
8. FINK, D.	SULA	EXP	2864.0	965.6	
9. REGAN, F.	TOSS	EXP	2861.0	964.6	
10. GERBIN, BOBBY	HSS	EXP	2858.0	963.6	
11. RAYMOND, K.	NCC	EXP	2856.0	962.9	
12. EDBERG, D.	SULA	EXP	2853.0	961.9	
13. SLIFF, B.	HSS	EXP	2846.0	959.5	
14. CLERX, B.	GSS	EXP	2843.0	958.5	
15. RITTER, G.	DUST	SPT	2839.0	957.2	S-1
16. GARNER, R.	HSS	EXP	2831.0	951.1	
17. CHASTELET, T.	HSS	EXP	2805.0	945.7	
18. BONANNO, T.	SULA	EXP	2794.0	942.0	S-2
19. POWELL, R.	DUST	SPT	2754.0	928.5	S-3
20. GUSTIN, R.	DUST	SPT	2741.0	924.1	
21. CHASTELET, F.	HSS	EXP	2730.0	920.4	
22. RODRIGUEZ, J.	ISS	SPT	2724.0	918.4	
23. HOLLY, M.	SWSA	EXP	2707.0	912.7	
24. FINKENBINER, K.	NCC	EXP	2682.0	904.2	
25. WEISMAN, E.	TOSS	SPT	2681.0	903.9	
26. PARSONS, J.	HSS	SPT	2675.0	901.9	
27. JOY, G.	HSS	EXP	2655.0	895.1	
28. GRAHAM, H.	SWSA	SPT	2651.0	893.8	
29. LUPPERGER, J.	HSS	EXP	2645.0	891.8	
30. COLLETT, M.	HSS	SPT	2635.0	888.4	
31. HATCH, J.	DUST	EXP	2630.0	886.7	
32. THOMAS, R.	HSS	EXP	2621.0	883.7	
33. HIGGINBOTHAM, M.	ISS, EXP		2607.0	879.0	
34. SANDRONT, H.	SULA	EXP	2604.0	878.0	
35. LARSEN, O.	DUST	SPT	2576.0	868.5	
36. KUTCH, N.	HSS	SPT	2574.0	867.8	
37. HALL, D.	DUST	SPT	2531.0	853.3	
38. OTHON, M.	ISS	SPT	2494.0	840.9	
39. BLEDSOE, R.	TPG	EXP	2476.0	834.8	
40. DOUGLAS, I.	SWSA	EXP	2465.0	831.1	
41. CRANFORD, K.	DUST	EXP	2452.0	826.7	

42. LONG, D.	SULA	SPT	2404.0	810.5
43. JOY, B.	HSS	SPT	2386.0	804.5
44. MILLS, A.	SULA	SPT	2354.0	793.7
45. RITTER, C.	DUST	SPT	2320.0	782.2
46. SCHUSTER, C.	DUST	SPT	2298.0	774.8
47. JENKINS, H.	ISS	EXP	2280.0	768.7
48. NEHRING, C.	HSS	SPT	2199.0	741.4
49. SCHULER, M.	DUST	SPT	2185.0	736.7
50. MEHA, J.	DUST	SPT	2106.0	710.0
51. CROOK, J.	ISS	SPT	1827.0	616.0
52. QUAYLE, J.	DUST	SPT	1752.0	590.7
53. BUSSING, J.	DUST	SPT	1650.0	556.3
54. PETTEN, M.	ISS	SPT	1457.0	491.2
55. DOIG, A.	NCC	EXP	1172.0	395.1
56. MERNDA, K.	DUST	SPT	848.0	285.9

RON GUSTIN AND GEORGE RITTER ADVANCE TO EXPERT

### NOTICE:

The SC2 Board meeting for 1991 is to be Saturday, January 12, 1991, 2:00 P.M. at the home of Frank Chasteler. Each Club should send its representative to establish dates for 1991 SC2 contests.

## SC2 TEAM RESULTS AT DUST 11/18/90

HSS/16	SULA/16	ISS/7	SWSA/3	TPG/1
989.2	965.6	971.3	912.7	834.8
989.2	961.9	918.4	893.8	
963.6	942.0	879.0	831.1	
959.5	878.0	840.9	2637.6	
3901.5	3747.5	3609.6		
TOSS/4	DUST/15	NCC/3	PSS/2	
1000.0	957.2	962.9	990.2	
981.1	928.5	904.2	983.8	
964.6	924.1	395.1	1974.0	
903.9	886.7	2262.2		
3849.6	3696.5			

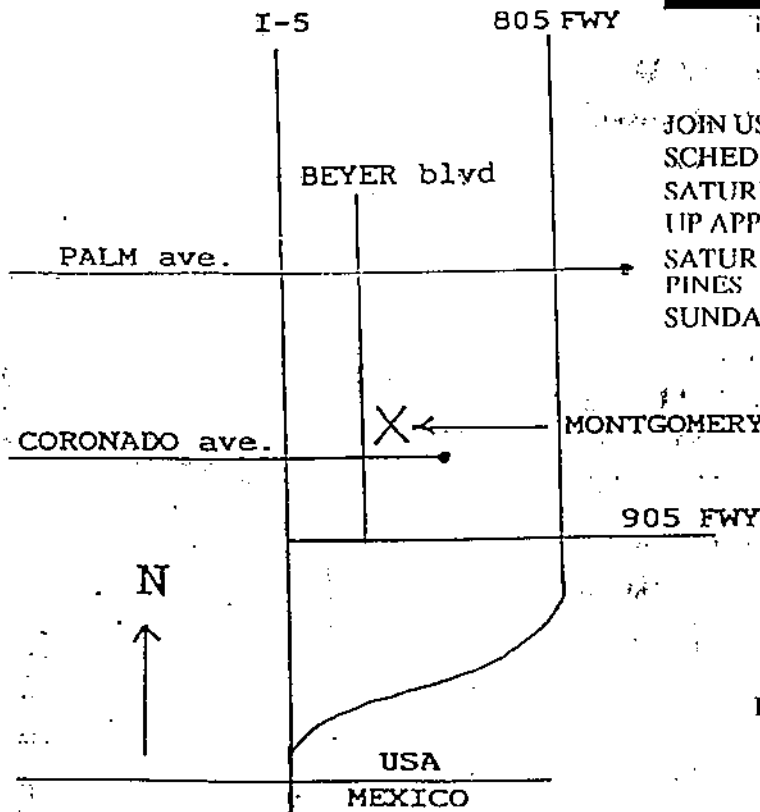
**SOUTHERN CALIFORNIA SOARING CLUBS  
ANNUAL INDIVIDUAL STANDINGS 1990  
BEST 7 OF 9 CONTESTS**

1. MARTIN, T	HSS	6899.2	7
2. WURTS, J	TOSS	6845.1	7
3. PERKINS, D	PSS	6781.3	7
4. SHELBY, R	ISS	6693.7	7
5. MORAN, M	TOSS	6647.8	7
6. FINK, D	SULA	6635.8	7
7. BRATURD, R	HSS	6551.6	7
8. JOY, G	HSS	6503.8	7
9. CHASTELER, F	HSS	6444.8	7
10. STALLS, J	HSS	6436.7	7
11. HOLLY, M	SWSA	6318.1	7
12. WEISMAN, E	TOSS	6290.6	7
13. SANDRONI, H	SULA	6275.9	7
14. BLEDSOE, R	TPG	6192.7	7
15. DOUGLAS, I	SWSA	6172.0	7
16. JENKINS, H	ISS	6149.2	7
17. VICKERS, D	SULA	6134.8	7
18. LONG, D	SULA	6078.9	7
19. LARSEN, O	DUST	6057.3	7
20. BONANNO, T	SULA	6028.3	7
21. RODRIGUEZ, J	ISS	5979.3	7
22. PETTEN, J	ISS	5926.2	7
23. CHASTELER, T	HSS	5918.5	7
24. THOMAS, R	HSS	5903.5	7

25. OTHON, M	ISS	5794.4	7
26. HENDRY, S	HSS	5791.4	7
27. SLIFF, B	HSS	5710.5	6
28. RITTER, C	DUST	5519.4	7
29. RITTER, G	DUST	5439.7	6
30. CRON, A	HSS	5424.4	7
31. HATCH, J	DUST	5332.3	7
32. RICHARDSON, P	HSS	5181.6	6
33. FINK, S	SULA	5107.6	6
34. EDBERG, D	SULA	5089.7	6
35. HIGGINBOTHAM, M	ISS	5059.2	6
36. ANDERSON, G	TPG	5043.3	6
37. PARSONS, J	HSS	5017.1	7
38. STOKER, P	SULA	4944.9	6
39. BUTOVICH, D	PSS	4927.6	6
40. GARNER, R	HSS	4711.9	6

**SC2 1990 TEAM STANDINGS**

HSS	34,676.8
SULA	33,257.2
ISS	32,078.7
TOSS	31,301.0
PSS	26,862.8
DUST	26,614.3
SWSA	25,544.3
NCC	21,866.4
TPG	16,763.7
FDSF	1,158.2
MRC5	0.0



**TORREY PINES SC<sup>2</sup>**

JOIN US FOR A WEEKEND OF FLYING:  
SCHEDULE:  
SATURDAY A.M.: PRACTICE WINCHES SET  
UP APPROXIMATELY 8:30 A.M.  
SATURDAY P.M.: SLOPE FLYING AT TORREY  
PINES  
SUNDAY A.M. CONTEST FLYING

**DECEMBER 2, 1990**  
LOTS OF INEXPENSIVE LODGING WITHIN  
5 MIN. OF THE FIELD.

# COMPOSITE MOLDING TECHNIQUES FOR SAILPLANE FUSELAGES AND CONTROL SURFACE ACCESSORIES

by E.S. Popko & J.G. Smith

Extracted from Soar Tech No. 5, Jan 1986

Part 7--Final installment

## **\*\*STEP 6 - PAINTING & FINISHING\*\***

### PRIMER COATS.

Painting fiberglass is similar to painting conventional balsa or air-ply construction. Check the entire body for molding or joinery imperfections. Look for places where the resin did not fully saturate the cloth. These might be areas with small pin holes or areas that simply did not come into full contact with the mold during lay up. Roughen these areas with 320 sandpaper and wipe all the dust off. Now spackle on a very thin coat of Acryl-Blue auto glazing putty. If you are filling deep depressions, apply a series of thin layers letting each thoroughly dry before adding the next. Acryl-Blue shrinks a bit when it dries so it may pull away from the fiberglass if you try to fill a deep hole in a single thick coat.

Now that the surface is smooth and all small imperfections are filled, brush on one coat of K&B primer. Allow the primer time to completely cure. When it's hard, use 320 grit wet-and-dry sandpaper to sand most of it off. Primer is heavy so get as much off as possible. You will notice when it's almost all off that very small imperfections, like pin holes and hair-line cracks, have filled in. Repeat this procedure one more time. If you still notice small areas that need filling, use more Acryl-Blue. It bonds very well to the primer and sands just as well.

### COMPATIBILITY OF PAINTS, FILLERS, AND SEALERS

#### UNDERCOAT ..... COMPATIBLE OVERCOATS

- A-Acrylic Enamel ..... A,D,F,J
- B-Acrylic Lacquer ..... A,B,D,F,G,I,J
- C-Aerogloss Dope ..... A,B,C,D,E,F,G,I,J
- D-Elkyd Enamel ..... D,F,J
- E-Butyrate Dope ..... A,B,D,E,G,I,J
- F-DuPont 30S ..... A,B,D,E,G,I,J
- G-Epoxy Enamels ..... A,B,F,G,I,J
- H-Polyester Resins ..... \*ALL\*
- I-Polyurethane ..... A,B,D,F,I,J
- J-DAP Vinyl Spackle ..... A,B,C,D,E,F,G,I,J

#### OVERCOAT ..... COMPATIBLE UNDERCOATS

- A-Acrylic Enamel ..... A,B,C,E,F,G,H,I,J
- B-Acrylic Lacquer ..... B,C,E,F,G,H,I,J
- C-Aerogloss Dope ..... C,H,J
- D-Alkyd Enamel ..... \*ALL\*
- E-Butyrate Dope ..... C,E,F,H,J

F-DuPont 30S .....	*ALL*
G-Epoxy Enamels .....	B,C,E,F,G,H,I
H-Polyester Resins .....	H
I-Polyurethane .....	B,C,E,F,G,H,I
J-DAP Vinyl Spackle .....	*ALL*

Table 2: Source - *Wing Tips, Newsletter of the Mid-Hudson Modelmasters of NY.* (Reprinted in *Model Aviation, May 1985, p.68*)

### BASE COLORS

At this point, you are ready to paint your fuselage. We have found that almost every kind of paint, filler, and sealer goes well with polyester resins (epoxy has a few limits). You may want to consult the compatibility table above, but we recommend K&B epoxy and at least one base coat of white. It covers the primer well and creates an excellent base if you decide to use a final color. Very intense colors like yellow, must be applied over a white base or any lay up discolorations will show through. Some modelers use white Gel-Coat instead of polyester resin for the first coat during lay up to achieve their base. We find it easier just to spray on a good base of white paint instead.

Wash your fuselage with a damp-soapy paper towel. You want to eliminate oily finger prints and loose dust from the primer and glazing putty. Handle the body as little as possible so as not to reintroduce more finger prints. Wear disposable gloves if you have them. You might also try cutting wooden dowels and plugging them into the wing tubes or other openings to get a handle on the body.

Apply color epoxy with a spray gun. Mix equal parts of K&B white paint and catalyst and then add an equal amount of thinner (e.g. one ounce of white and catalyst, and two ounces of thinner). If your gun has a fan adjustment, set it so that its paint fan is twice as wide as the fuselage's widest part. If your compressor has variable air pressures, set it to 35 pounds.

When you spray paint, always move the gun parallel to the long axis of the fuselage. Move fast enough to prevent the paint from running but slow enough that the paint transfers and covers the area. It's always best to work around the body building paint up in a series of thin coats. Start the spray several inches before the body and continue spraying for several inches beyond. Always move the gun along in a smooth continuous action. If paint runs develop, stop applying paint and hang the body up to dry. When the paint is completely cured, you can sand the runs out with 400-600 grit wet-dry sandpaper and a little water.

When the fuselage is completely coated, add more thinner to the gun and spray it again. Since this "flash coat" has very little paint in it, it softens the coat you just put on and flows the surface out to a beautiful gloss. The flash coat not only dissolves any egg shell areas away, it cleans the gun too.

If you decide to spray on a color, let the base cure for at least two days. Lightly sand it with 600 grit wet-dry sand paper with no water to roughen the surface a bit and to smooth out any fly-specs. Follow the same procedure as above with the color coat.

### CONCLUSIONS

We hope you have found these notes useful. We have produced many fuselages and accessories and we are constantly impressed with the utility and flexibility of GRP technology. Experimentation, attention to detail, and keeping notes on your successes and failures will lead you to predictable, high quality results every time.