



# *Squadron 36 Dispatch*

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Some photos of the late Peter Illef's WW1 Fokker. It just caught my eye.



**Over the years there has been many discussions about models with pylons. Tony Perrotta, seriously loves them, however wants them rubber powered. Well, he Built a Class A “Goldberg Zipper” gas model. Converting it to rubber .**



# *Greetings Fellow Free Flighters!!*

“Time for another missive from the “Oval Workbench”.

As I write this it's early November. I sincerely hope you all had as good a summer as possible, what with almost double-digit inflation and gas prices back up to the \$4.00 level. Methinks those two facts are solidly linked. Enough soap boxing! My esteemed “Veep” and I have briefly talked about having a NFFS/AMA contest and we both wonder how participation we be. Well, I must admit, most of what I flew this season was FAC style models with a few excursions into a few diesel “stinker” models, mainly due to my ongoing battle with sciatica. Seems I have a hard time chasing anything bigger than a half wound Sleek Streak!! Jerry doesn't hold out much hope for any kind of decent turnout and, frankly, neither do I. 1/2A power would maybe be the biggest draw but what version? Nostalgia, Slow Open, the new Golden Age, or AMA Open? And what other events? HLG and CLG certainly, Coupe d'hiver, P-30, 36” bungee glider? How about some feedback. As I said, this is very preliminary, nothing is set in stone, and whatever way we go it won't affect the two FAC contests already in planning. One last thing, FAC meets tend to offer myriad options of events. In my opinion a NFFS/AMA contest would be limited to say 6 or 8 events, keeping it as simple as possible for starters.

Turnout for casual flying this season hasn't been great except for a couple times we got a half dozen guys out. I must say we've generally had more flyers than the R/C guys. Mark Vancil made an appearance one weekend. Good to see him. I know it's tough for some of you to make the trek down here, what with family, gas prices, and just finding the time in general. I wonder if it would be a good idea to make one or two weekends a month as “Flying Weekends”, say the first and third weekend of every month. It could be Saturday or Sunday. If you can't make it Saturday come down on Sunday.

For those of you who were in the old Crossing group, I was given a couple planes from Doc Jackson before he passed. One is an original, near as I can tell, Garami “Strato Streak”. Doc had finished the construction and covered the wing and stab in Air-Span but the fuse was bare. I'm just about finished with it having covered the fuse with the last of my red Air-Span. Loved that stuff!! Where can I get more? Any way it should be ready to go before the season is completely over. It will have a PAW .8 cc (.049) in place of the original Atom .09 ignition motor on the plan. At 220 or so square inches it should be fun!

Don't forget!!! Fly whenever you want!! I know most of you (not me yet!!) are retired, so there's no reason to wait for the weekend. Besides the best weather is when I'm working and can't fly! One other thing. Our own Bruce Foster had a nasty bout with dehydration in August. Required hospitalization and rehab. So, if you see someone going off on a long chase, see that they have a bottle of water or at least have some ready on their return. Even in cooler weather.

Until next time

The Prez

**This is Robert Martin of Emmaus, PA . He joined us for the Don Myers Memorial in August.**

**Just a few of his models:**

**To the right a “Minx”**

**Below is a Jimmy Allen “Skokie”**

**Below right: “Senator”**

**One of the problems we face in having those flyers who live Northwest of Quakertown: Barron Field in Wawayanda, NY is closer of them, They can drive chase bikes on the grass, and Camping on the Field is encouraged. Our field is better suited for Contests though!**



# Printing on Tissue

By FS Gilbert

Although, many of you probably use a printer and some form of paint program to print tissue, there are many of you that don't and would like to know how. I'll try to keep it as simple as possible.

To start, one needs a program whether it be MS Paint or Gimp. Simple designs, be it roundels or multi color lines can be completed in the simplest of programs. If you have problems with that, I suggest you contact someone who has knowledge of those programs to help with the designs.

There are many brands of printers that will work to produce your design. I personally like Epson that uses Durabrite cartridges. After printing the colors will not run when water is used for shrinking. Others have had luck using alcohol when shrinking. Laser printers work well for printing on tissue and don't run when water is used for shrinking. I suggest you try your brand in experiments first before a final print.

Now that I have a design, I attach a sheet of tissue to bond paper with an adhesive that is called a re positional spray. Staples sell this. Other stores including Amazon have them as well.

I cut the tissue to 8" x 10.5" as the bond paper is 8.5" x 11". This is to make it easy to position the tissue without having to trim the edges before it goes into the printer. Very easy to jam the paper with over hanging edges. I simply spray the bond paper 3 times from a distance of a foot. I recommend you practice this and immediately remove the tissue. If it is torn and rips then you have used too much spray. It really only needs a quick spray 3 passes to cover the paper. I spray top, middle, bottom in less than 2 seconds.

If you have wrinkles, lift a corner, and relay it to remove them. It doesn't have to be perfect. As you print several designs, you will see what you can get away with in terms of wrinkles.

One thing I will emphasize here is that you don't need the maximum printing level. Standard levels of ink will work fine. Any more than that will be a waste and you will see wasted ink on the backer of bond paper.

You can print on any tissue, domestic, various Jap tissues like Esaki or Mt. Fuji. You can use colored tissue and add roundels, etc. You don't have to print everything on white tissue. This can save you a lot of ink if you have an orange pattern for your plane and just want some numbers on the wing and rudder.

Outside of attaching the tissue, I think the hardest part may be the removal after printing. You may have sprayed a bit too much in one area. What I do is to start by lifting one corner and gently pulling back over the area that is still attached. I do this slowly. As I said before, after you have sprayed a few sheets and removed the tissue, you will know the amount to spray and how to remove the tissue without tearing it.

There are other techniques for attachment that use glue sticks or cellophane tape. I consider this time consuming as with the tape and more prone to tearing as with the glue sticks.

When I am ready to print, I only put the sheet to be printed in as I have had several sheets come out together ruining my print. Your choice. But my way, only one sheet will be printed and come out. One other caveat. I only use OEM cartridges because I have had the refills go South and it was the middle of the night during a snowstorm, and it was the hottest night of the year!

Finally, with the printed tissue removed you can then place it back down on the backer sheet reversed so that you can either use chalk or a light spray of white primer to make the tissue a little more opaque and the colors stand out more. If you use primer, be sure to place the spray can in a pan of warm water for several minutes. It will flow better this way and not spit paint. Using chalk is an easy technique of simply applying the chalk with a standard facial tissue in a circular motion and gently wiping it off. Use a professional grade of chalk such as PanPastel, not sidewalk chalk.



**Thank God for our Large field!**

**From the Whiting Skunkworks of FS Gilbert: On the top right "Eaves Cougar" Peanut Scale Bottom Right: "Mig 3" Easy Built kit**



*Old Free Flighters never die - they just get better retrieval devices*



**Editor's note: I am hoping to get our Fearless Leader to sit down and, trim all the loose ends, this November, that way the December Newsletter Will be full of details for the 2023 Contests season.**