



JAYHAWK Model Masters Newsletter



www.jayhawkmodelmasters.com

August 21 Meeting

A.M.A. #2013

**JHMM Club House
305 West 23rd
Lawrence**

**8:00 AM – Breakfast
9:00 AM – Business Meeting**

Schedule of Events:

Aug. 21, JHMM Club Meeting

**Aug. 22, Jayhawk Closed Fun-Fly
“4 Events”**

**Aug. 24, Family Night @ the Field
“Barby & Fly”**

Thurs. Eve.’s, JHMM Building Night

**Sept. 9, Franklin County Flyers Meeting
“Wellsville Field, 6:00 PM”**

**Aug. 27-29, Pro-Bro Fly-In, Fri.-Sun.
“FCFlyers Wellsville Field”**

Sept. 11, SMRCC City Wide Fun Fly

Sept. 11-12, Salina IMAA

**Sept 17-18-19, Great Bend Jet Rally &
Air Show**

**Sept. 18-19, Topeka Blue Sky IMAA
Wednesday Child Charity Fly**

Sept. 25-26, Jayhawk Big Bird

Oct 9, Lawrence Airport Demo+

2010 Officers

President	Gary Allcorn	913-796-6941
Vice Pres.	KC Moore	248-3790
Sec/Treas.	Jerry Foree	749-0594
Fld Safety	Kent Kummer	418-8020
Editor	Gary Rauckman	843-3281
Board 3yr	Harris Tate	841-8946
Board 2yr	Don Boucher	748-0852
Board 1yr	Steve Pollard	749-5847

Newsrap

What a contrast from last month to this. The flooded fields of July to the 100 degree plus monster heat wave of August 2010. Fortunately the clouds are building as I write, and the forecast for Sunday is mid 80's. The only way to beat it is to go in the morning. Tom Supancic and I did that last Saturday morning and we plan to go again tomorrow.

Hey, I have my KingCat rebuilt, and plan to take it out tomorrow. I also have a new wing center section modified for the T-6 and the Robart retracts. Now, if I could just get the motor running again.

Tom and I took turns making smoke last Saturday, so I have included some photos on the following page. We let all the smoke out and they still flew, imagine that.

Here is Tom's Cox Waco with 26 cc Gas



Here is the ShockJet with smoke on.



I guess we have all heard by now that George Jones lost his "Xcelerator" in a crash at the field. He had to dig it out of a deep mud hole. After inspection, it was revealed that the Voltage regulator had developed an open circuit, and thus quit working. Here is George standing behind the craft as he starts the Cub.



Wings Over Freedom

Here are a few photos I took at the Wings of Freedom display at the Lawrence Airport.



P-51 Model C



B-24 Rear Gunner



B-24 Power



July 17 Club Day, Saturday

Tom and George fiddle with Tom's SPE engine all day. I think Tom go's home without flying anything.



Trainer find's Terra-Firma.



Patrick has Viper 500 ready for Maiden



Viper on Fly-By



July 17 Club Meeting

We had another new member at the July meeting; it was Bill Elkins' grandson Zack Spieth. Welcome Zack and good luck on grandpa's instruction.

Field Cleanup & repair day. It was again confirmed that this Saturday after the meeting will be an official field cleanup and repair day. The field will be closed until after all the work is finished.

Jayhawk Closed Fun-Fly. It was also decided that the Competition Fun-Fly of the year, the now infamous "Jayhawk Closed" will be held on Sunday Aug. 22 at 1:30 PM. At least 8 people raised their hands indicating they will be there to compete. All are welcome of course. Yours Truly is softly in charge, but will welcome any assistance.

Treasurer's Report. Jerry Foree again gave the July Treasurer's Report. It indicated a net worth of \$4887.90, however, he didn't have the latest mowing invoice at that time.

Safety Report. By Kent Kummer

It was reported that there had been some apparent unsafe flying at our field. That would include flying directly at the pits and then pulling hard elevator. Don't do! Also Kent reminded us that low high speed passes must be near the far border and parallel to the runway. Stay hydrated in this hot weather. Yes, we had an injury last month, and yes, we must learn from that. Stay far clear of all props and don't reach past them or over them.

We again discussed flying with helicopters as a safety issue. I think we decided that a minimum of 120' separation will be required. Also copters will need to be at the south end of the west runway when the field is in use. We also decided that we will allow demo time at events for copters to prevent spectators from rubber necking while giant scale aircraft are flying in front of them. We never did build a copter pit table, so, Hank Darnell agreed to do that now.

Old Business. No new info on the following: hard surface, Charity, Build-a-plane, Memorial repair, and handicap parking. It was decided that the Board will word the new front parking sign.

New Business. Aluminum Cans. Yes, we are still collecting aluminum cans. Make an effort to keep all your cans, and search out new sources for cans. Bring to the monthly meetings. Bill Elkins is in charge.

Show & Tell

George Jones came with a selection of bending tools that he recently purchased. He reports that all worked well. See George here.



Patrick Deuser was showing his new Viper 500 with TT Pro 46 power and polished Mac sport pipe. I immediately went home and polished one of my sport pipes as well. The muffler has about ½" ground clearance, but seems to work well. I believe this is an ARF kit, and the wheel came with it. See Below.



Harris Tate also brought his GP Space Walker that he assembled last spring. The "Walker" has a 79" wingspan and is powered by a Saito 91. The aircraft already has 15 flights. One unique feature is the oak veneer cockpit panel that he built from an 1872 vintage oak table scrap. Harris won Model-of-the-Month with this entry.



The Gal-O-Fuel was also won by Harris Tate. However, the monthly raffle was carried off by Mike Weinsaft. Mike selected the E-Flite Bonanza.



Shop Preparation for Engine Running

Society of Antique Modelers

When we acquire a used engine that flips over okay, and generally looks and feels like it should run, it will usually do so. But, about half the time it may need some tweaking to exorcise some little problem that made the owner sell it. Here are some basic things to check out before taking it to the field.

Checkout amounts to more than seeing if an engine props over okay and a glow plug lights. If the engine is stiff or frozen up you'll need to loosen it first thing. A glow engine was no doubt run on glow fuel, but if it's a sparker, it might have been run either on gas and oil or glow fuel. A glow plug in the head and a missing timer is a pretty good clue. So, as a minimum pull the plug and flush things out with a fuel or solvent of the same base as the fuel last used. A frozen engine can usually be loosened with a propeller installed and a heat gun applied.

If the engine has ball bearings they need to be checked more carefully once things have been basically loosened up. With no propeller installed, rock the crank back and forth with the piston down below the exhaust opening. Carefully feel and listen for any bearing roughness. More soaking, or even disassembly may be needed. That's because congealed oil and/or even rust may be present. Congealed oil can make bearings skid in their races. Rust can be even worse, because it's abrasive and can grind up everything inside. Rust has to come out and new bearings may be needed. Fortunately, an old sparker is much less likely to have internal rust.

Most used engines are usually in really bad condition. Probably the most common reason an older engine won't start right away is poor or no fuel flow. Put a foot-long piece of fuel tubing on the spray bar, blow through it and listen. You should be able to close the needle so that no hiss is present. Use fuel to flush things out with the needle both in and all the way out. Check alignment of the spray bar. Best position for the outlet orifice is at right angles to the venturi's air stream or slightly downstream of that position.

Points on a sparker often have congealed oil, a misadjusted gap. Check that points work by simply installing a continuity light or Ohmmeter between ground and insulated point. Slowly rotate the propeller and see that the light or meter kicks on for almost half the revolution. Check and set the timer advance at this time. Rotate the piston to top dead center by feel, or by peeping into the exhaust. Note the propeller position, and rotate it backward, and watch for the light or meter to kick on at about 20° before top dead center.

Make sure you have a clean tank and filtered fuel. And if you have an external tank, or at least an external fuel line, using an inline fuel filter will eliminate a lot of potential problems. Check all screws for snugness. Follow these steps as a minimum and you've just improved your odds of getting things running during the first attempt.

Jayhawk Big Bird Fly-In

Sept. 25-26

9:00 AM—5:00 PM

***Location: Below Clinton Dam—Lawrence, KS
3.1 Miles West of 59 Hi-Way on County Rd 458***

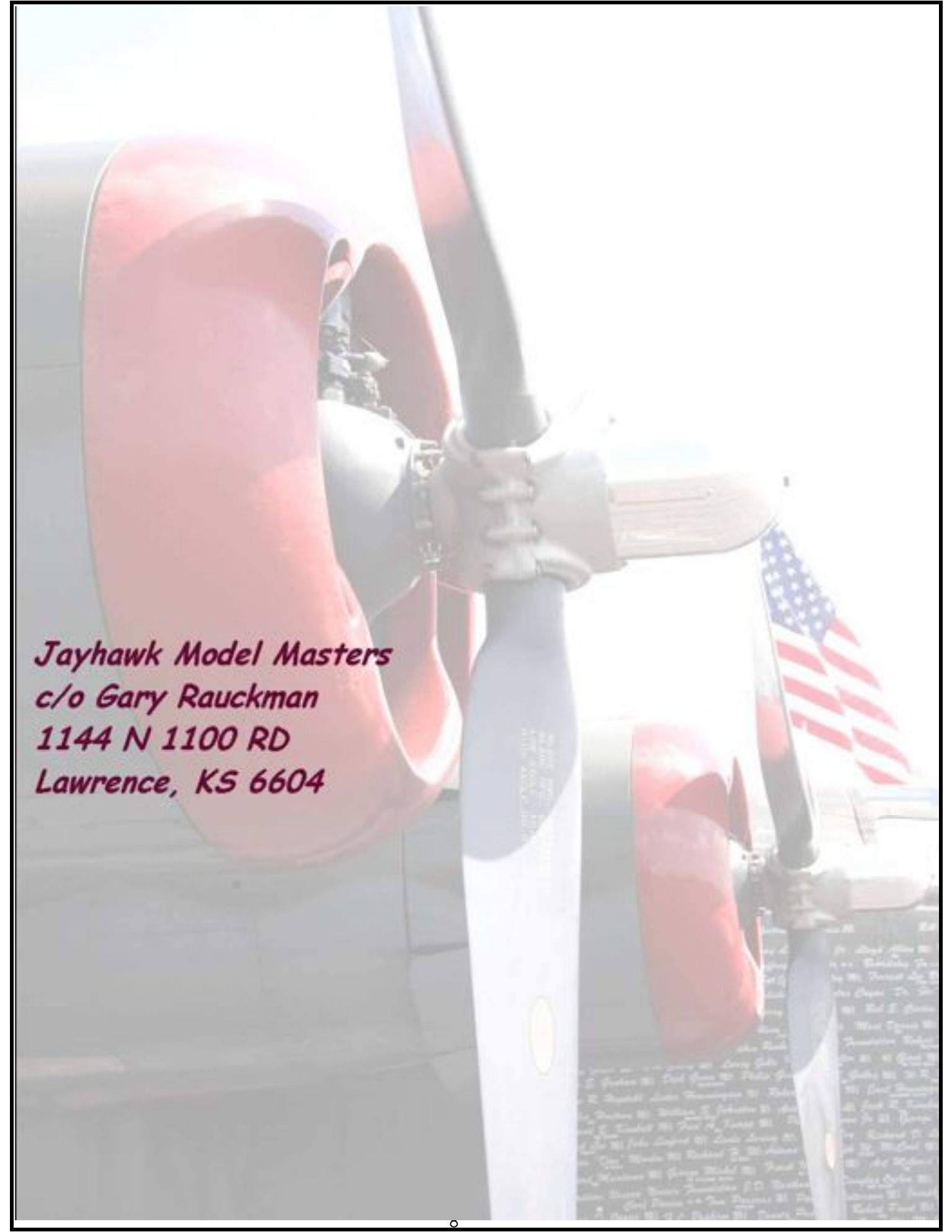
***Landing Fee: \$25.00 Includes Dinner
Registration Starts at 8:00 AM***

***Contest Director: Patrick Deuser
785-766-9254 pdeuser@hotmail.com***

Raffle Prize: Giant Scale Aircraft

Concessions & Facilities on Site

Your Host: Jayhawk Model Masters



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