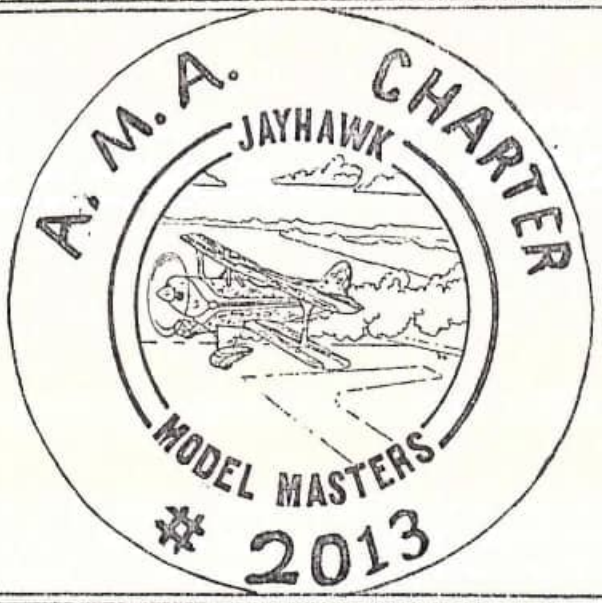
NEWSLETTER OF THE

JAYHAWK MODEL MASTERS
132 FLORIDA
LAWRENCE KS
66044



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ISSUE DATE: JAN. 16, 1989

NEXT MEETING WILL BE:

DATE: JAN. 21, 1989

TIME: 9:00 A.M.

PLACE: All Seasons Motel 2309 Iowa Lawrence KS

1989 club dues should be sent in A.S.A.P. if you wish to continue receiving the newsletter. last issue,this issue!

1989 MEMBERSHIP AS OF 1 - 10 - 89

ANDES,B.
ANDERSEN,D.
BALLARD,R.
BORN,D.
BRADY,J.
BRUEWER,T.
CORDLE,D.
CRAWFORD,J.
COLMAN,K.
ERICSON,N.
ELKINS,B.
ELKINS,B.Jr.
HARDMAN,C.
HIRD,I.
HIRD,R.
HENRY,J.
LEE,M.
LEE,J.
MORIARTY,P.
MONTGOMERY,P.
PLAMANN,D.
PUCKETT,T.
ROBINSON,D.
RAUCKMAN,G.
ROSEN,D.
SHUMATE,S.
SHERMAN,D.
SMITH,L.
WISE,L.
WEINSAFT,M.
ZARLEY,R.

WE REGRET TO INFORM YOU THAT THE FOLLOWING 1988 CLUB MEMBERS ARE MISSING IN ACTION.

BRYANT,J.
BLACKFORD,K.
BRODDLE,L.
CALLAHAN,D.
CALKINS,F.
CORNELIUS,L.
COLE,R.
CLOUD,D.
COFFMAN,M.
DRAKE,R.
DELUCCA,E.
EADEN,D.
GUY,D.
GRIFFIN,R.
HOLT,C.W.
HARRIS,R.
HOLLE,A.
HUTCHINS,R.
KELLER,R.
LANE,D.
MARKLEY,A.
MARKLEY,J.
MCGINNIS,J.
MILLER,D.
MCCOLLUM,B.
OLIVER,B.
OLIVER,J.
POWELL,D.
RAMEY,E.
ROCKHOLD,M.
SORENSON,B.
SHEPARD,R.
STAUS,A.
SHEPHERD,R.
SCHULTZ,L.
TIEMEYER,S.
VINYARD,D.
WILSON,G.
WANG,M.
WHITE,E.
WENGER,R.

****
Sorry boys, due to suffering from fade, Im skipping the Meeting minutes this month.
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PROP & WHEEL HOBBIES UNDER NEW MANAGEMENT

If you havn't stopped by Prop & Wheel lately make it a point to do so. Owner Rick Zarley and manager Roger Stites are pumping new life into the shop and I must say things have never looked better.Along with a full line of kits,engines, and radios,Rick and Roger have almost any accessory you are likely to need. They can also provide excellent service on special order items you might require.

Prices? Well, as an example I just figured up the bill on my last purchase. Had I ordered from Tower Hobbies the price would have been $47.39 with shipping. I walked out of Prop & Wheel with .13¢ change out of two twentys so I figure I saved $7.52 by buying from our local hobbie shop! Not bad! Not bad at all!

Rick and Roger are making plans for some promotions this spring that will interest their regular customers. If you are not shopping at Prop & Wheel now, maybe you should be!

RLB

3rd. ORDER INTERMODULATION TRACKING WHEEL

The following information was taken from the R/C REPORT newspaper from an artical by Mr. Owen Black. Mr. Black has most likely done more research into the causes and cures of radio interferiance then any other person. what he has to say is good accurate information and can do much to reduce or stop radio problems at the flying field.

As most of you know, several transmitters operating at the same time and close together can "talk to each other". Certain combinations of channels are much more likely to do this then others. We now know that certain combinations of channels can be operated at the same time with NO POSSIBILITY OF 3IM .

If you have ever wondered about your radio and what other channels could cause you problems there is an easy way to find out. Thanks to Mr. Black and R/C Report you can easily make a 3IM TRACKER WHEEL.

Cut out the two circles below and glue to 1/8" aircraft plywood.Cut out plywood and drill center holes to suit a fastener of your choiee. You have just made a 3IM TRACKER WHEEL!

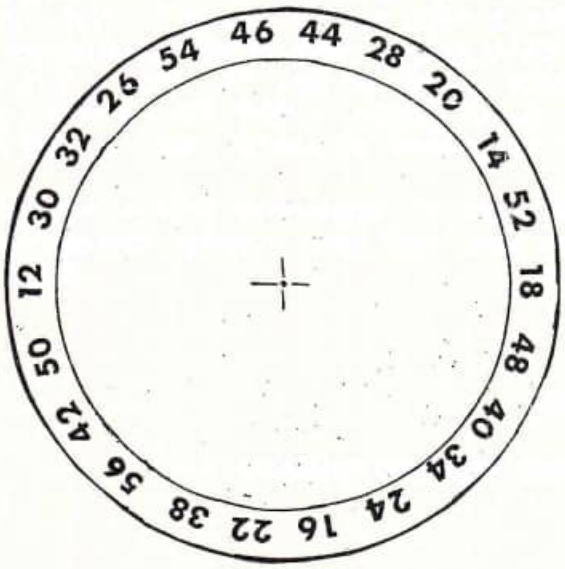
Instructions for use.

Any combination of 6 channels shown on Tracker Wheel as a"SAFE COMBO" can be flown together with no possibility of 3rd. Order Intermodulation occuring. **

Any other channels shown <u>outside the "SAFE COMBOS"</u> section <u>should not</u> be flown ** at the same time with any of the "SAFE COMBOS" channels or 3rd. order Intermodulation could occure!

R.L.B.

**TURNED ON IN THE PITTS HAS THE SAME EFFECT AS TURNED ON,ON THE FLIGHT LINE !!!



PRODUCT TEST *** RAM SIMPLE CYCLER

Most of us who have been active in R/C long enough to have crashed our first plane have heard of the benefits of cycling our Ni-Cad packs. Unfortunately a lot of us don't do it or at best, do it very infrequently. Why don't we do it? Usually because we don't have the necessary equipment to do it properly, and if we can't do it right we just don't do it at all! Right?

For a long time now I have been using my Expanded Scale Voltmeter to monitor discharge rates on my radios. This works fine and is a lot better then just turning things on untill they run down. The only problem is that it takes a lot of time and your undivided attention towards the end of the cycle to prevent overdischarging your Ni-Cad packs. In this case too much is worse then not enough as you could ruin a pack if you run it totally dead. Anyway, thanks to Santa my problems are over. (at least as far as cycling battery packs go!)

The RAM SIMPLE CYCLER is an electronic cycler built inside a little red plastic box that looks kind of cheap. As a matter of fact, at only $19.95 it is cheap as cyclers go, but it does the job as well as any of the more expensive cyclers. The only extras you will need are a pair of plugs to match the jacks on your radio transmitter and flight pack and a stopwatch or clock to record how long it takes to cycle a pack. Along with the Simple Cycler you get a full set of instructions and a chart that will tell you the percent of charge capacity of your Ni-Cads.

As an example, lets say you cycle a 500ma flight pack. When you hook up the SIMPLE CYCLER a bright red L.E.D. will start to glow to tell you that the connection is good. Start timing at this point. Lets say at 101 minutes an alarm goes off in the little red box that would wake the dead! Stop timing. Now, using the chart find the point where 101 minutes intersect the 500ma line and follow this point to the side of the chart. You see that your battery only gave you 70% capacity on this cycle and friend, this is as good a clue as you are going to get short of crashing your plane, that you have a battery problem! "How bad is it?" You ask. Well, lets find out.

Use your regular system charger and give the pack a 16-20 hour charge. Now hook it up to the SIMPLE CYCLER and do it again. This time you get 135 minutes untill the little red box summons you from whatever you might be doing. Again using the chart you find you got a 95% cycle out of the pack. Things are looking better all the time! At this point you could recharge the pack and go flying or you could cycle one more time to see if you can get any further improvement. Either way you have saved a $20.00 battery pack from an early death and possibly saved your airplane as well. Not a bad deal for $19.95!

I highly recommend the RAM SIMPLE CYCLER and an Expanded Scale Voltmeter as two of the most important R/C accessories you can own. Cheap insurance in a cheap red box! FLY SAFE! RLB

THOUGHT FOR THE DAY

Success is rebuilding it just one more time then you crash it !!!!

THOUGHT FOR THE DAY

Postage stamps are getting more expensive all the time but at least they have one good trait. They stick to one thing till they get where they are going !!!!

THE DOLLAR FOURNINETYEIGHT BATTERY MAINTENANCE SYSTEM !!!!!!

For quite some time now I have been wanting to devise a way to trickle-charge my radio system batterys. If I could leave everything plugged in and "on charge" all the time I could be assured of having a full charge at a moments notice. The only drawback was that most Trickle-chargers are limited to one or two radios and cannot handle other chores such as Ni-Starters and flight box batterys.They also cost a bunch of money! Carried to its conclusion, a Trickle-chargeing system to handle all of my radio systems plus Ni-Starter and flight box was way out of my financial reach.

All that changed when I got a call from Larry Wise the other day. As many of you know Larry has been under the weather most all summer. In fact, Larry almost died!!! Anyway the good doctor called to report the results of some battery cycle tests he had just finished running on his equipment after it had set idle all summer. Larry reported getting 100%+ capacity on all three of his radio systems. I figured Larry must have been using some exotic Mega-buck charging system to get results like this but I found out different.

Larry has a lamp timer he bought at K-Mart for $4.95 hooked up to a multi-outlet power strip! With the timer set for "ON 2 HOURS" out of every 24 hour period he is able to run all his standard radio system chargers and his Ni-Starter charger at the same time from the one timer.

Figuring a standard system charger output of about 50 ma/hr. you could safely leave it run 2 hours a day indefinitely without fear of overcharging yourNi-cads. In fact this comes out very close to the recommended C/100 Trickle-charge rate. 2½ hours would be almost exactly C/100 but if 2 hours works this well why change anything!

I am happy to report that I am now using Larrys system and it works as good as he said it would! Thanks for the tip Larry! R.L.B.

BE KIND TO YOUR RADIO MONTH

It occured to me that there must be a lot of radios in the club that are not being used for one reason or another. If you have a radio in storage now would be a good time to get it out and charge up the batterys. As most of you know Ni-cads run themselves down at a rate of about 5% a week. This self-discharge is normal and in no way affects the performance or capacity of the Ni-cad once it is properly charged.

What can have a bad effect on the battery is long-term storage in a totally discharged state. It is recommended that Ni-cads be charged at least every few months to keep them from going totally dead.

If you havn't done so lately get out that radio and give it an overnight charge.Doing so now will help insure strong healthy Ni-cads when you want to use the radio again. It could even save you some money if it saves having to replace a battery pack the next time you want to go flying! R.L.B.

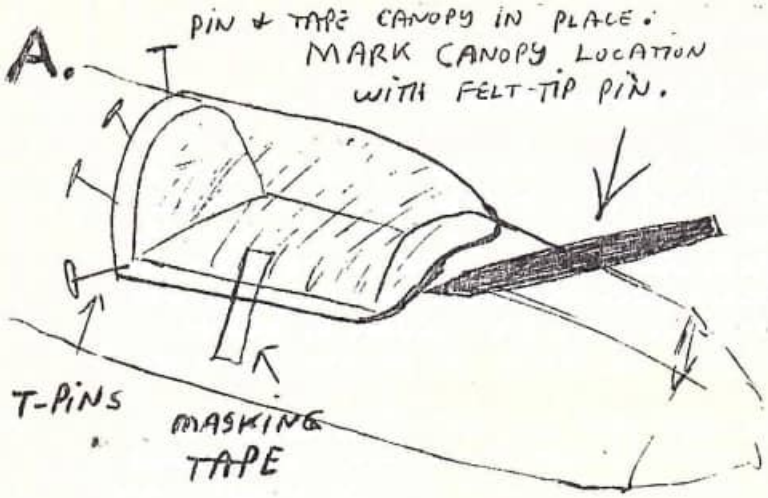
NEW ENGINE TIP

If you have a new engine (any brand) that was running great the last time you flew it but won't run worth a darn this time here is a tip. CHECK THE CASE SCREWS. Nine times out of ten you can bet you are going to find some of them loose. "Ah Ha!" You say. "I tightened them suckers so tight my screwdriver looked like a barbor pole before I put it in the plane. They can't be loose!"

This is all very well and good but like I said, Nine times out of ten some of them will be loose after the first few flights. How can this be? Well, A little grimlen called thermal expansion is loosening them up. New threds need time to fully seat in.

As a new engine heats up and cools down, the case expands and contracts. This allows the bolts to work against the case threds untill (You guessed it!) they get loose. The cure? Pull that new engine after the first few flights and check all the screws. I bet you find some loose ones!! R.L.B.

HOW TOO: ATTACH A CANOPY THE EASY WAY



I seem to get a lot of questions concerning how to glue on a canopy without making a total mess or else having it blow off the first time you fly it. The method shown here works best of several methods I have tryed.

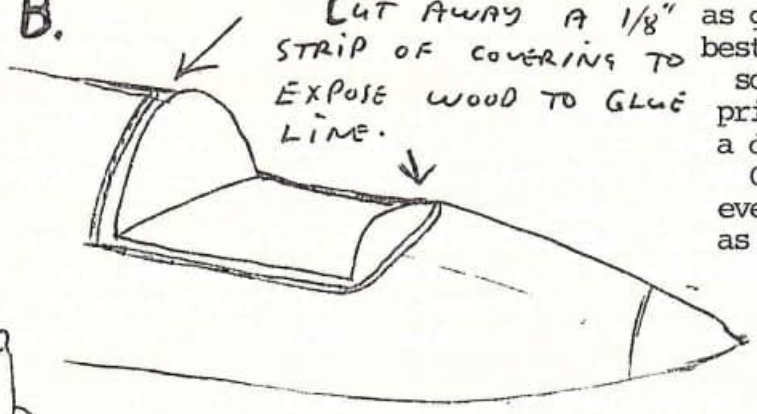
After fooling around with CYA and Epoxy I have found WillHold R/C 56 glue to be the best adhesive for this use. It looks just like Elmers wood glue in the bottle but here any other simeliarity ends. R/C 56 drys clear as glass and tough as nails. The best part is that it is water based so that any smears and finger prints can be wiped away with a danp rag while still fresh.

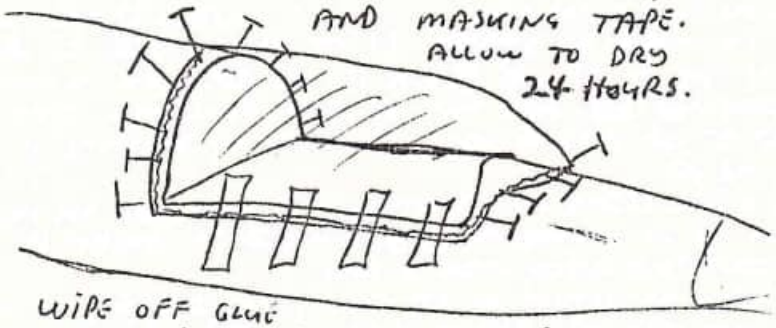
Once dry however it defies every attempt to remove it just as any good glue should.

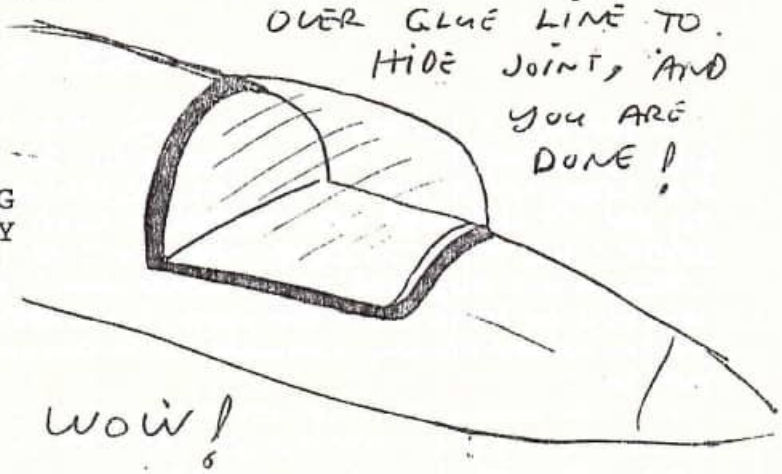
By following these four simple steps and taking your time, you to can be answering questions like "How do you do that?"

Good Luck!

R.L.B.







P.S.

ALWAYS FINISH COVERING ANDPAINTING COCKPIT, ETC. BEFORE GLUING CANOPY IN PLACE. THIS IS ONE OF THE LAST STEPS IN BUILDING A PLANE!

E. WOW!

DID YOU HEAR

What the Mig pilot said after he intercepted the Tomcat? "AAAAAAAAHHH HHH H H H H H H H H H H H H H H H H H H H H H H H H H H H H H H H H H H H H H H H H H H H H

NEWS FLASH
NEW FOX .60 AND .74 EAGLE 4 ENGINES ANNOUNCED

It looks like Duke Fox has done it again! The new Eagle 4 engines have been announced and as we have come to expect from the new Fox line, they look like another winner.

Both displacement sizes share the same crankcase and other common parts. The .60 is a long-stroke design while the .74 is an over-square design. (The result of boring out the .60 cylinder .095 inch.) This is a new engine size that should prove very useful in some of the big 60 class planes.

Both ringed and ABC versions as well as a pipe timed ABC version are available in the .60. The .74 will be made only in ringed and ABC versions with standard muffler timing. A unique feature of both engines is the convertable cylinder configuration. By un-bolting the cylinder it can be rotated 90 or 180 degrees to convert the engine to right or left exhaust or to rear exhaust for tuned pipe use! This should make both the scale guys and the pattern people happy!

Exhaust bolt patterns are "similar" to the Rossi .61 which means there is a wide range of aftermarket headers and mufflers available for almost any use. Another feature is a pre-drilled back-plate for installation of a pressure tap to run smoke or a Perry fuel pump. Also available is an oversize F type carb for pump use. Additional improvements are an enlarged crankshaft for better breathing, larger bearings, an improved carb, and a stronger crankcase. Of course the excellent Fox guarantee and overnight parts service are part of the deal.

The old Eagle 3 .61 was noted as being one of the strongest and best running engines in its class. The new Eagle 4 promises to perform even better and at a price we have come to expect to pay for .40 size imported engines. Nice going Duke! When can I get mine? RLB

MIDDLE-EASTERN GAMES +++++++++++++++ BOX SCORE

TOMCATS ------------------	2
MIGS ------------------	0

TIME --------0:57

[redacted]

[redacted]

A-26B Invader

Specifications:

	A-26B-60-DL	A-26C	B-26K(A-26A)
Performance			
Max speed, mph (km/h)	322 (518)	373 (600)	327 (526)
at an altitude of ft (m)	10,000 (3050)	15,000 (4570)	15,000 (4570)
Cruising speed, mph (km/H)	278 (447)	—	310 (499)
Initial rate of climb, ft/min (m/sec)	1,070 (5,4)	—	2,050 (10,4)
Service ceiling, ft(m)	24,500 (7470)	22,400 (6740)	30,500 (9295)
Normal range, mis (km)	1,680 (2705)	1,400 (2255)	1,480 (2380)
Max range, mis (km)	2,914 (4690)	—	2,700 (4345)
Weights			
Empty, lb (kg)	22,362 (10143)	—	25,130 (11399)
Normal loaded, lb (kg)	26,000 (11793)	—	37,000 (16783)
Max take-off, lb (kg)	41,800 (18960)	35,000	39,250 (17804)
Dimensions			
Span, ft-in (m)	70-0 (21,34)	70-0 (21,34)	71-6 (21,79)
Length, ft-in (m)	50-8 (15,44)	51-3 (15,62)	51-7¼ (15,73)
Height, ft-in (m)	18-6 (5,64)	18-3 (5,62)	19-0 (5,79)
Wing area, sq ft (m2)	540 (50,17)	540 (50,17)	541 (50,26)

While not the best known aircraft design of W.W.II the A-26 Invader was one of the best. It was the fastest Medium bomber of the war and on occasion could outrun enemy fighters. Awsome firepower and a record high survival rate in combat made the Invader a favorite of the men who flew her.

Even after the age of the jet, the Invader could be seen in the skys over Koriea and Viet Nam doing what it did best. In the ground support roll the Invader was feared and respected by all.