

JAYHAWK MODEL MASTERS  
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ISSUE DATE: February 1989

NEXT MEETING WILL BE:

DATE: February 18th 1989

TIME: 9:00 AM

PLACE: All Seasons Motel.....The Greenery Restaurant

SPECIAL THANKS

It would be difficult at best to thank the folks that have pulled me out of my scheduling, and deadline obligations for our club Newsletter over the past few months. Your willingness to help was a BIG help to all of us.

David Born.....You did a great job, and there will be a pencil waiting for you on Sat. ( I promise to get you back into the air soon ! )

Angela Puckett....For the fastest fingers in the west. She provides the smokin type-writer when we need copy fast. Oh yea, thanks to the guy that stays with her too ! I think his name is Tom something,

Larry Wise....For experimenting on his own stuff before offering suggestions for the newsletter. ( Good Ideas Larry ! )

Richard Ballard....For schooling all of us on the importance of building light airplanes, and then building a heavy one himself to see what its like. ( Sorry Richard ) I just had to say that.

Bill Andes....For providing articles I havent used, but will. After all, their just like wine, right ? They get better with age.

All Our Members....For putting up with my tiepagrafficle errors. Ya jest kant bee 2 karfull bout wat ya puts on papper, er tha weigh ya says thangs. Wright????

DP

SUPER-BATICS "89" Sept. 16-17 Forbes Field, Topeka KS, ( BLUE ANGELS & More )

???? DID YOU KNOW ????

Did you know that a 10" prop turning 12,000 R.P.M. has a tip speed of 523 M.P.H.? No wonder it makes such a mess when you stick your hand in one!!



## Meeting Topics

At our meeting this Sat. Richard will display his latest find in Scratch built airplanes. Its a super design for Fun-Flys, and if you can stay between the lines when you color, you could build it yourself. We'll be going over the building sequence, where to buy your wood, etc. So be sure to attend the meeting, and bring any questions you may have about your own building projects.

## Next Months Newsletter

Richard provided me another interesting article the other day concerning some remains of a airplane he found at the field late last month. Keep it in mind next month. You give them books, and give them books, and all they do is eat the pictures.

## PRODUCT TEST \*\*\*\* HOBBY LOBBY SOLIGEN MINI-PLANE

Anyone who has ever built an airplane knows what a difficult and messy job shaping balsa can be. For many of us, sanding has been the primary means of doing the job. You know how it goes, "Glue 1" X 4" X 6" nose blocks to firewall and sand too shape." Usually after about two hours and lots of sandpaper, you accomplish the job. But how can 24 cubic inches of Balsa wood make two gallons of saw dust? Beats me. Usually my wife beats me too if I do it inside the house!!!

A couple of years ago I bought an X-acto razor plane and have been using it with mixed success. The X-acto plane was a plastic affair with a blade somewhat like a poor quality putty knife! It seemed that no matter how sharp you sharpened it, it was too dull to cut clean after about the first two strokes. I finally dropped it on the floor by accident and it broke into a million pieces so I started looking for a "real" razor plane to replace it. I found it in the Hobby Lobby catalog.

This little shaver is made in Solingen West Germany (by elves in the Black Forest maybe?) and is solid steel. It uses a double-edge razor blade that is easily replaced should it ever become necessary. It can be adjusted to cut all the way from 1/16" slices for rough shaping, all the way down to "paper thin" slices that you can see through for final finishing. When you get done using this thing on a cowl block or wing leading edge, you don't need sand paper!

The other nice thing about it is you don't get sanding dust all over the house. The wood just rolls up in curls that you can pitch in the trash. Not only that, but the curls are too big to get up your nose! An all around good deal!

Prop & Wheel has them in stock at \$6.95. Buy one before you build another airplane!

RLB

Minutes of Jayhawk Model Masters Meeting  
January 21, 1989

Following breakfast at the All Seasons Motel, club members retired to the Jayhawk Room for our monthly meeting. Three beautiful airplanes were on display. Darrell Anderson brought in his Great Planes Cherokee 40, Jim Crawford showed us his Goldberg Cub, and Richard Ballard displayed his progress with the A-26. Great work from all three club members.

Richard started the meeting by calling our attention to a recent article in the Journal World describing progress toward the new golf course (which will probably be located just south of our flying field). In the discussion which followed, we learned that the Corps of Engineers has indicated such a golf course would not pose a threat to our flying activities for primarily two reasons. First, we have operated at Clinton for a number of years (i.e., we were there first). Second, and perhaps equally important, we have been good tenants throughout this period. (Way to go guys!) The only foreseeable problems for us at this time have to do with noise and safety. Both of these problems can be avoided if we keep our flying north of the parking lot. Flying well away from the road will keep us safely from residents in the area (who might complain of noise) and it will even keep us away from the area where the proposed golf course will be located.

Next Richard reported that the treasury showed \$1221.05 prior to the meeting but that he had received an additional \$75 from members paying 1989 dues that morning. That gives us a total of \$1296.05 to begin the new year.

Included among several announcements was a discussion of the garbage problem at the field. The corps is not responsible for emptying the trash barrel at the corner of the parking lot; rather, club members must empty that barrel. Unfortunately, it appears that someone who lives in the area of the flying field regularly uses "our" barrel to dispose of home garbage. If anyone sees the offender please jot down the tag number and call it in to Richard.

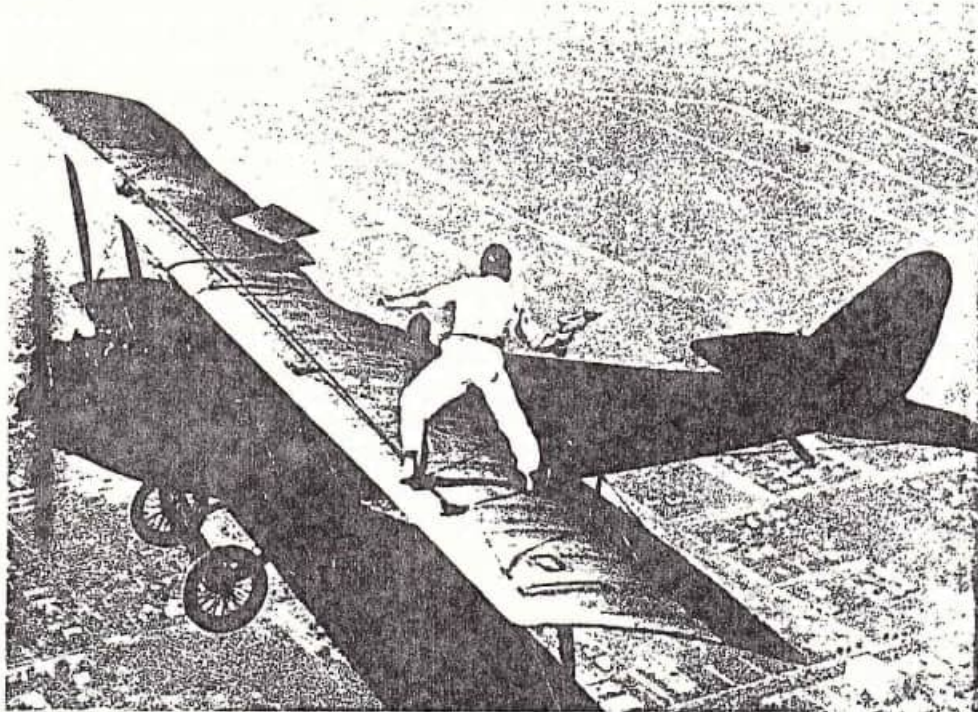
In discussing safety at the field, Darrel Cordle urged all of us to use the frequency pins even when we are alone at the field. It's easy to forget to take a pin when someone else arrives, and two radios on at the same time might mean trouble if they happen to be on the same frequency. Following that point there was a discussion of use of the flying field by non-club members. Be especially careful when



strangers are at the field since they may not know much about safe flying, they might be on your frequency, etc. Politely explain the rules if they do not know them, explain that the Corps requires insurance from flyers, and invite them to join the club. If we're courteous we shouldn't make anybody mad at us, and in the long run we all should be safer and the Corps should continue to support us.

Tom Puckett commented briefly on the Prop & Wheel Hobby Shop. The shop has recently made some major changes, including the lowering of prices on many items, and they are trying hard to serve the RC audience. They have a good selection of parts and pieces for RC fliers, they can order things for rapid delivery, and they are generally helpful. Give them a try the next time you need something.

Finally, Dave Born is going to compile a directory of information about skills and equipment among the club members, radio frequencies used by members, etc. The information should be useful to all of us. For example, when you buy that new radio wouldn't you like to know how many club members are on Channel 52? Channel 48? Etc. Please get a copy of Dave's information form, fill it out, and give it back to him.



**THERE ARE TWO SCREWS LOOSE HERE.  
OUR CORDLESS DRILL CAN FIX ONE OF THEM.**

Taken from Woodworkers Magazine.



BUILD IT LIKE THIS! OR ELSE?  
(Sometimes the plans can be wrong)

To the new builder the plans for his 1st. or 2nd. airplane can be God-like! Even though he may get help and good advice from a more experienced builder he just can't force himself to deviate from the plans. This is good in most respects but can lead to problems.

Most kits and plans for trainers and sport planes are well done and very clear. Most good kits now also include a photo-illustrated instruction book showing each step. You can't go wrong. Almost! Why?

Because all good aircraft designs are the result of the efforts of expert builders and flyers who designed the prototype. After building the 1st. through 27th. or so prototype of the plane, most all building and flying problems have been ironed out. At this point the designer most likely drew up some plans on a brown paper sack and sold the rights to a kit manufacture or plan service.

At this point the rough plans were turned over to a draftsman to be re-drawn into commercial grade plans to be sold or included in a kit. All is well at this point (except the draftsman often is not be an R/C Modeler!)

He understands that a push-rod must connect the Servo to the elevator but not that you can't have a 1" N-bend in it to get through the Fuselage side! Most advanced R/C aircraft plans don't bother to show you how to run a slop-free push rod or how to correctly hinge a control surface. The designer wasn't a draftsman and the draftsman wasn't an R/C Pilot or expert builder! Both figured the person who will build the plane knew what they knew. They are often wrong!

Follow the plans exactly but ask for advice and help along the way. Use your good judgement on who is right or wrong on the advice you get but don't be afraid to do it a better way if you find one! RLB

LATE NEWS NOTES FROM THE DECEMBER MEETING

During the December meeting a motion was made and voted upon (with Dave Plamann and Richard Ballard abstaining) to award the two forementioned officers \$100.00 each for their efforts during the past 2 1/2 years of club formation to cover out-of-pocket and auto milage expense.

Dave and I would like to thank each of you for this vote of confidence and monetary reward. We must remember however that without the help and support of many others we could not have done what we have done.

Thanks everyone, for your help, support, advice, and for just being there when needed.  
Dave & Richard

FUN-FLY - SPRING 89  
What to do? What to do?

SATURDAY, FEBRUARY 18 - 9:00 A.M. MEETING AT THE ALL-SEASONS MOTEL  
WE WILL DISCUSS PLANS FOR THE SPRING FUN-FLY.

Breakfast get-together in the resturant. You-all come! Remember we need to buy breakfast to pay our way to use the facilities for our monthly meeting.

We need to start discussion and planning to decide what direction we take with club Fun-Fly competition this year. We can:

- \* Continue what we have been doing in the past.
- \* Aim more at "Luck events".
- \* Aim more at "Skill events."
- \* Aim more at "Top Gun" events to further our "skill & Luck" at other area Fun-Flys.

What do you want to do at YOUR Spring Fun-Fly? Think about it and come to the Feb. 18th. meeting with something to say about the direction you want your club to take.



## 22 TIPS FOR WINTER BUILDING

1. Good, cheap filler for dings and gaps = DAP FAST'N FINAL SPACKLING. Get it at the hardware store.
2. Epoxy (any kind) and Polyester resin can be thinned to whatever thickness works best. Use denatured alcohol for Epoxy, acetone for Polyester resin. Use the same solvents for clean-up.
3. File small flats on landing gear wire and aileron torque rod ends where the wheel collar set screws will go. This prevents loss of wheels and planes later on.
4. Invest in a razor plane if you build more than one plane a year. They greatly speed up the process of shaping blocks and leading edge strips. They also cut down on time spent sanding by about 200 %.
5. Cover your plans with good old fashioned wax paper before you get out the glue. Remember to replace it often while building to preserve your plans and avoid finish spoiling glue globs on your work surface.
6. Keep the scrap balsa sheets you punch ribs and formers out of. They make perfect patterns later on when you need a replacement part.
7. Sharpen your X-acto knife on a Crock-Stick or small Ark. stone instead of wasting time and money constantly replacing dull blades.
8. "Measure twice and cut once." is a good rule to follow when building.
9. You can't build a plane strong enough to withstand a crash so don't even try. Think "Light & Straight" all the time. Your plane will fly much better without the extra crash proofing weight and is less likely to need it.
10. Check off each step in the instruction book as you build that kit. Avoid forgetting to do some important detail or building yourself into a corner!
11. Experimenting is great but don't change a kit design unless you fully understand what you are doing. It may work fine but then again it may not!
12. Plug the carb and exhaust port on your engine before it gets full of sanding grit and dust. Same for your fuel tank while using them for patterns while building.
13. Harden the mounting points for the control horns with pin holes and thin CYA glue or plywood inlays. Many a plane has crashed because a control horn pulled through a soft balsa control surface.
14. Do your very best to keep control surface gap to a minimum. Don't ask why, just do it!
15. Do your fuel-proofing AFTER the plane is covered. Why? To better seal the edges of the covering around the engine and tank compartment.
16. Taking the "Easy way out" when building may result in the "Hard way in" when flying.
17. A sanding block with #50 or #80 grit paper really speeds things up when rough sanding parts to final shape. Keep one handy.
18. A small fan over or on your bench really helps keep glue fumes and dust out of your nose!
19. Never, ever use a screw-on metal clevis on both ends of a push-rod. Vibration will un-screw one end or the other before you get done with the test flight!
20. Try to standardize your receiver switch on-off position when installing your radio. Follow the rule of "Out is On-In is Off" or "Forward is ON-Back is Off". Avoid a run down battery at the field after someone "Helped" you turn off your radio!
21. Use Velcro strips to hold radio wires in place inside the plane. Loose wires invite fatigue breaks from vibration.
22. "Two heads are better than one" is a good rule to follow on your new planes check-out flight. Ask someone to help you on your pre-flight check. Even old hands sometimes forget something or make a mistake with servo reversing. Better safe than sorry!



### FIELD TRASH PICK-UP

A contract has been let with Midway U.S.A. Services Inc. for weekly trash pick-up at the field. Midway has agreed to service the container at the field parking lot every Tuesday for the fee of \$7.40 per month. Money well spent!

Along the same lines we need to all pitch in and help keep the parking lot, hay field, and runway-pit area policed up and free of trash.

"Yeah! I know!" Its not OUR beer bottles and oil cans but we need to pick it up anyway. No-one ever said life was fair!

RLB

### FIELD SAFETY AND FREQUENCY PIN USE

Winter is here and field use is down due to cold and windy conditions. As a result some of you folks who would fly by yourself in a Blue Northern Blizzard have got in the habit of not picking up a pin when no-one else is around.

Friends, ask yourself this important question. CAN YOU WATCH ALL THREE PLACES AT ONCE WHILE FLYING? (Pit area - Parking lot - your plane) How do you know someone isn't going to come along, get the pin, and switch on while you are in the air?

The pin board is there to prevent problems. In order to do its job we all have to use it 100% of the time. Think about it!

# 2<sup>ND</sup> MID-AMERICA

## FAMILY FLOAT FLY FESTIVAL

*FLOAT FLY '89*

**JUNE 3 & 4, 1989**

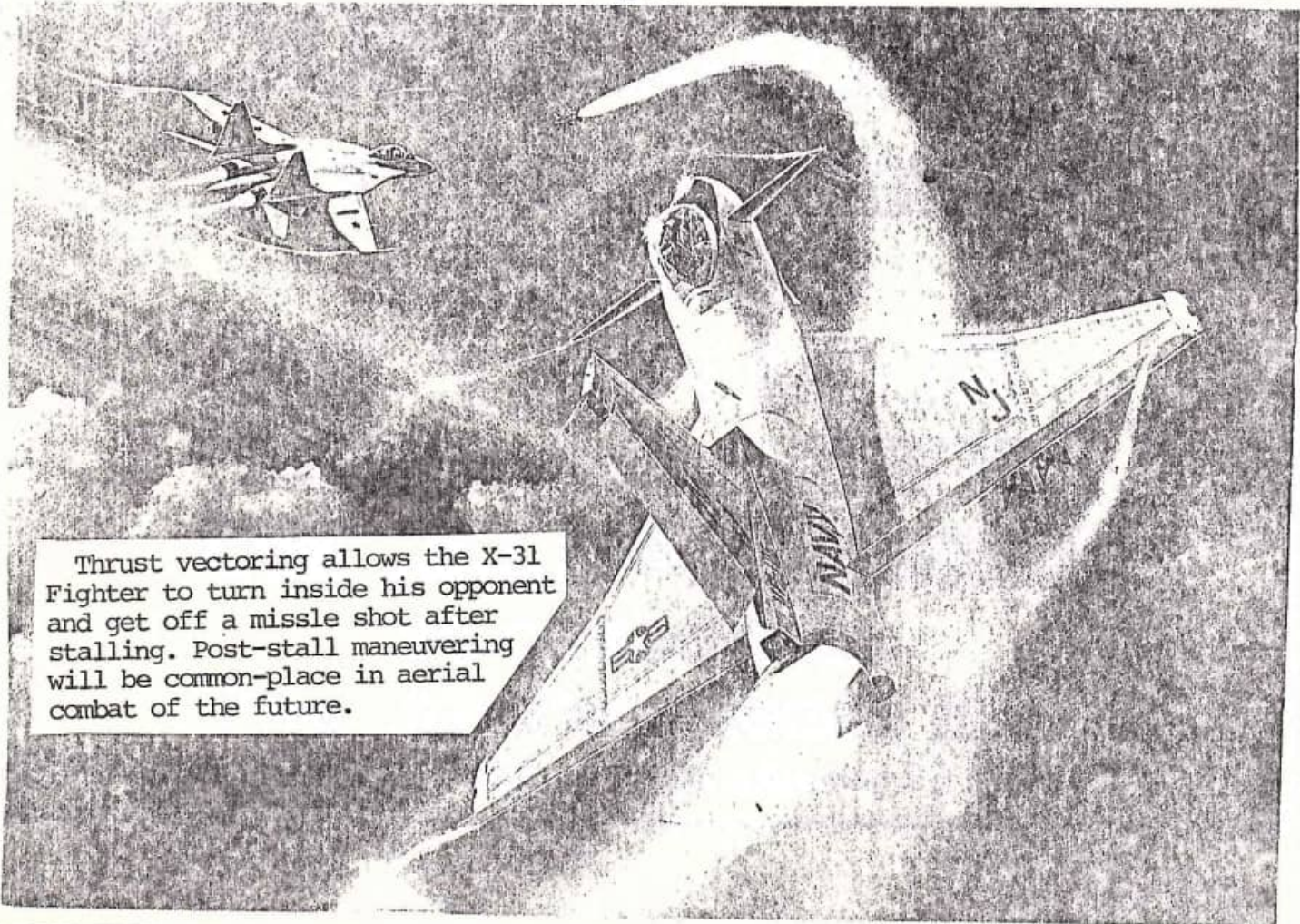
**HIGGINSVILLE, MO**

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Thrust vectoring allows the X-31 Fighter to turn inside his opponent and get off a missile shot after stalling. Post-stall maneuvering will be common-place in aerial combat of the future.