

JAYHAWK MODEL MASTERS NEWSLETTER

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A.M.A. CHARTER #2013

ISSUE DATE: February 9, 1991

NEXT MEETING: February 16, 1991; ALL-SEASONS MOTEL; 8:30 a.m.

There was no meeting in January due to the Shop 'n Swap in Kansas City.

The door prize for February will be an ACE AD/2000 charger.

A BRIEF HISTORY, PURPOSE, AND DIRECTION OF THE JAYHAWK MODELMASTERS R/C CLUB

According to our senior club members, modeling activity in the Lawrence area has a long and active history. Club members Ivan and Robert Hird tell us of flying free-flight and early single channel R/C aircraft in the area of what is now Broken Arrow Park as early as 1938. This activity continued in the general area of Broken Arrow Park and also further east on Haskell land for many years. The Modelmasters Club was formed in 1953.

By the late 1960's it became evident that a new flying site would soon be needed. The city was growing to the south and concerns about noise and safety arose. Housing and a new school soon took the place of wide open spaces.

A search for suitable space was started and led to an area southeast of the new dam at Clinton Lake near Banning Corner. Nate Ericson spear-headed an agreement with the project manager, Mr. Vic Counts, that allowed access to Corp. property in 1971. This "Gentleman's Agreement" was in effect until the "new club" obtained its present lease in 1988. During the mid-1970's, interest waned and the club became an informal group of flyers once again.

The present flying field lease is located on wet-land northwest of Banning Corner on county road 458. The location is shared with a lease/tenant farm operation on Corp. of Engineers property.

Present Club History

The club was re-formed in 1987 with the goal of establishing a permanent flying site at Clinton Lake. It was felt that we could better control safety and noise problems through a formal organization. The first meeting was held after-hours in the showroom of a local business with about 24 people present. During this

meeting officers were elected and a committee formed to study existing problems and find answers for them.

By mid-1987, work started to improve drainage and also to address crowd control and safety. Club by-laws were written and a Constitution drafted. We also started negotiations with the Corp. of Engineers on a long-term field lease. During this time period we also became incorporated as a non-profit organization and obtained our A.M.A. club charter which provides liability insurance covering the club and the Corp. of Engineers. Membership at this point had grown to 40+ members.

1988 saw continued growth and the addition of a larger parking area as well as a safety fence in the runway pit area and spectator area. The field lease was signed in June 1988 giving us control of 9 3/4 acres for the runway and drainage as well as over-flight rights on 92 acres. We also contracted for a commercial mowing service and sanitation service to handle trash generated by a public use parking area.

1989 brought further improvements to the pit area and safety fence. In May the field was officially named and Corp. approved signs erected naming the field "Clinton International Model Airport." The name was chosen to reflect the diverse group of people who belong to the Jayhawk Modelmasters, including several from other countries coming to us from the K.U. community.

Future Plans

Future plans include re-seeding native Buffalo grass next spring and further improvements to the grounds as our budget will allow. It is important to remember that we receive NO city, county, state or federal money to operate this recreational facility serving Douglas County and the city of Lawrence. A \$25.00 annual membership fee from each club member provides our total cash flow. From this we provide a safe place to fly, mowing, trash pick-up, a monthly newsletter, free flight instruction, and many other services. We

feel there is probably no other recreational facility in Douglas County being operated in a more cost effective manner.

It is also important to remember that we DO NOT require club membership to fly at Clinton. Non-club members are welcome to use the facility, although most people see the fairness of joining the club to help cover the expenses of operations. One million dollar liability coverage IS required of all pilots who fly at Clinton, regardless of club membership status.

Visitors and Guests

The Jayhawk Modelmasters' field provides countless hours of outdoor recreational activity not only to model flyers, but also many others as well. Almost any day of the year will find flying activity and interested spectators are always welcome. We only ask that visitors observe our posted safety rules and use common sense around flying activity.

Club Events

Fun-Fly type competitions are held twice yearly (usually in the spring and fall). Six events test pilot skill and prove to make for an exciting and enjoyable day for anyone interested in model aviation. There is no charge for admission and everyone is welcome to come out and enjoy the show!

Safety

It should be stressed that the model aircraft we build and fly are not toys! Rather, they are only smaller versions of full size aircraft. As such they should be treated with the same degree of respect you would give any other tool or object capable of causing injury or damage to property. This is perhaps the biggest problem we have to contend with at Clinton. Visitors seem to think nothing of walking across the runway while flying is in progress despite warning signs, etc. Unsupervised children and pets are a constant hazard to themselves and others while the parents watch the "toy" airplanes. This is one aspect of model

aviation that is little understood by the average person.

FUEL FILTER KNOW-HOW

A fuel filter is something most of us don't spend a great deal of time thinking about. If we did, I am sure fuel filters would all have fewer engine problems when we go out to fly! One of the most frustrating experiences I have had was trying to get an engine to run correctly with a tiny little piece of "Sullivan fuel tank" stuck in the spray bar of the carb. Try as I might, the engine would not adjust out and after repeatedly taking the carb apart, I finally found the tiny speck of clear plastic. Since that time I run fuel filters on both the airplane and on the filler line on my flite box fuel pump. I have had no more problems with dirt in the carb.

Just how small a particle will a filter remove from your fuel supply? Most companies advertise a 130 Micron filter. One Micron is equal to .00003937 inch, so 130 Microns is equal to roughly .005 thousandths of an inch! Suffice it to say that anything that gets past two (2) filters is not going to get stuck in the carb! At least not if you use your filters correctly. Let's take a look at some examples of fuel filter systems.

A. IN-TANK CLUNK FILTERS: These are WORTHLESS unless you run a third filler line to the tank and NEVER fill through the carb fuel line. Why? Think about it! If you pump fuel into the tank through the carb fuel line as most of us do, any dirt will be captured by the Clunk Filter on the "carb" side of the filter. As soon as you start the engine, normal fuel flow will "back flush" the Clunk Filter and pull the dirt back into the carb. THE ONLY DIRT A "TWO LINE" CLUNK FILTER SET-UP WILL EVER CATCH, HAD TO BE INSIDE THE TANK WHEN YOU PUT IT TOGETHER!

B. IN-LINE FILTER BETWEEN TANK AND CARB: You have the same deal here is you pull the line off of the carb to fuel up. The

dirt is trapped on the "carb side" of the filter. Again, the filter is "Back-Flushed" when you start the engine and any dirt in the filter is sucked into the carb! ALWAYS PULL THE LINE BETWEEN THE TANK AND THE FILTER TO FUEL. This way any dirt goes into the tank, but is trapped by the filter on the way back to the carb.

C. TWO-PART THREADED FILTERS: These seem like a good idea, but I have had occasional problems with the gasket leaking. This is a very difficult problem to find. A leaking gasket allows the engine to suck in tiny air bubbles at high R.P.M. This will mess up your mind while trying to get your engine to run like it should! If you must use the screw-apart filters, seal them with Epoxy and put them together with a couple of sets of pliers. Don't plan on taking them apart to clean them as this is not necessary! Occasionally remove the filter (any kind of filter) and pump some fuel through it from both directions to clean it. This is all that is necessary to keep things working correctly.

Hard to believe that a little fuel filter could be this complicated, isn't it? Use them correctly, and use them always! They will save you some engine problems sooner or later!

FLY SAFE!

RLB

KIT REVIEW --- TOP-FLIGHT HOT KANARY

If ever a plane was aptly named, it has to be the Hot Canary. This little 38" span biplane is rated for up to a .45 engine, but any .40 should handle it just fine. Due to the exceptionally clean design, drag should be low (for a biplane) and speed should be up there with the best. With a hot .40 or .45 you had better be ready for action when you turn up the noise, because action is what you are going to get! Fully symmetrical wings and a straight-line design insure good aerobatic performance as well. The thick airfoil and light wing loading (17-20 Oz/ft with 674 sq.in) should also slow down well without any nasty tip-stall tendencies. Overall, this

should be a good airplane for anyone who is looking for a high-performance biplane with the lines of a Goodyear racer. Now let's take a look at the kit.

It seems TOP-FLIGHT has put together a kit that I am having problems classifying. While the plane is about as easy to build as a biplane can be, it could cause problems for an inexperienced builder. The plans are as good or better than any I have seen. Many detail drawings and building notes help you along the way. The instruction book, on the other hand, would prove almost useless without the excellent plan sheet. There are no photos and only a couple of line drawings related to wheel pant assembly! If TOP-FLIGHT had intended to help the beginning builder, they missed the boat. An experienced builder on the other hand, would save time by tossing the book in the trash and building strictly from the excellent plans! What can I say? 50/50 good/bad in the plans and instruction department.

Moving on, wood quality is very good as far as type and grain selection go. This kit has a great deal of balsa block (wing tips, nose & cowl, cockpit fairing, etc.) that if not carefully selected could add a lot of weight. Fortunately, all of the block wood is very light and borders on being contest grade. Some of the other wood however, is so badly warped that it is hard to believe it came from the same kit! As a matter of fact, one piece of wing sheeting had to be trimmed 1/4" on each edge to get it straight enough to use. I feel this is inexcusable in a kit of this intended quality and price.

Other problems arose with the die-cut parts. I started with the wing ribs and was very impressed with the excellent die-cutting. The ribs almost fell out of the sheet and were uniformly good. Moving on to the fuselage sides was again a contradiction! The sides refused to come out of the sheet using normal means such as sanding the back side and X-acto knife surgery. I finally gave up and sawed them out with a jig-saw! I feel that Die-Crunched, or Die-Crushed would be better terms to describe the die-cut fuse sides!

Once again, 50% excellent and 50% terrible in the wood and die-cut areas of the kit.

I found pretty much the same thing in the hardware package. Top-Flight provides you with a plastic bag just bulging with all the hardware necessary to build the plane. Only the hinges provided seemed to be made from an old coffee can lid! Junk with a capital "J"!!!

It is beyond me how Top-Flight could have put together a kit like this. It almost seemed like there must be two groups of people deciding what to put in the box! As a matter of fact, that might be the problem. They obviously have a Top-Flight group of people designing the kit (pun intended). On the other team however, might be the accountants who cut corners to save a few pennys here and there to hold costs down. The result is as I said, a 50/50 excellent/poor kit of a very nice biplane. Would I buy one? Of course I would! It's that nice an airplane, once you get over the surprises in the box!

RLB

NOTHING IS SO CONTAGIOUS AS ENTHUSIASM

WAR TERMS YOU SHOULD KNOW

The following terms and daffynitions were taken from USA TODAY and the warped mind of yours truly. My hope is that it will help those who missed the last few wars better understand this one. We have to either laugh or cry, so you decide what best fits your needs.

GOLF CRISIS: Dan Quayle joining an all-male County Club.

BRADLY FIGHTING VEHICLE: The RV From Hell!

SORTIE: "From the French"; Sorties are featured on 5 pages of the latest VICTORIA'S SECRET Catalog. They seem to be well designed!

A-10: The Hang-Glider from Hell! It

seems to be well designed, too!

SCUD: Russian for the Post-Hangover scuzz that coats your tongue the next morning.

WILD WEASEL: Mrs. Hussein's pet name for her husband.

MOBILE LAUNCHER: Three Iraqi soldiers with a Step-Ladder, and a BIC Lighter.

CLUSTER BOMB: Simultaneous release of 36 Kick-Boxing Movies.

WING MAN: Adult male not interested in legs.

FRENCH MIRAGE: Young man's dream. (See "Sortie")

CARPET BOMBING: Often done by the ORKIN MAN to rid your house of Fleas.

WOLF BLITZER: Popular Cocktail among the Pentagon Set.

BAGHDAD: Father after too many Wolf Blitzers.

BOMB DAMAGE ASSESSMENT: A very precise way of saying We Ain't Telling.

LOCK-ON: What the Pentagon is doing to CNN TV.

GENEVA CONVENTIONS(1949): May 9-14, Model Railroaders of Bavaria; Sept. 12 (8:33 a.m.) Watchmakers of Switzerland.

SAM: The Rich Uncle who pays all the bills for us.

HOLY WAR: Hard On Lonely Young Warriors And Relatives.

Need I say any more!

DE PREZ

W O R D S

The six most important words in the English language:

I admit I made a mistake.

The five most important words:

You did a good job.

The four most important words:

What is your opinion?

The three most important words:

If you please.

The two most important words:

Thank you.

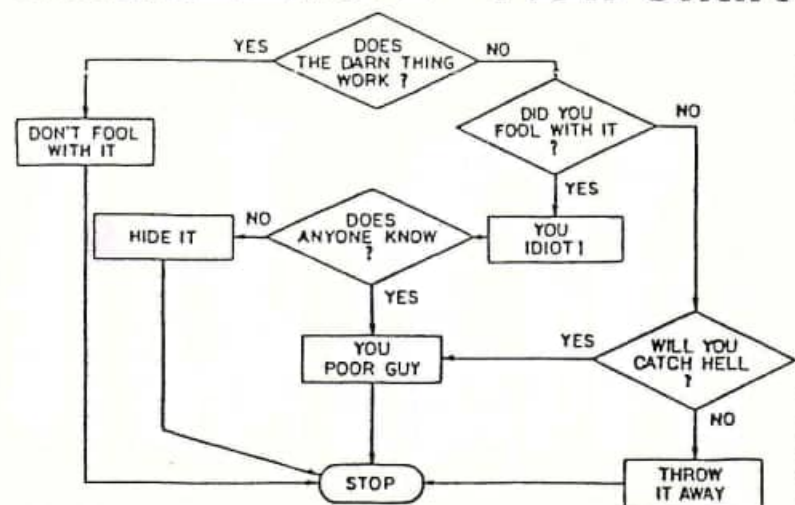
The one most important word:

We.

The one least important word:

I.

Homebuilder's Flow Chart



U.S. aircraft in the Persian Gulf



F-15E Eagle

Air-superiority fighter. Armed for air-to-air combat and tactical bombing raids.



F-4G Wild Weasel

Long-range fighter, equipped to detect, identify and locate hostile targets for strike force.



F-117A Stealth

Designed to be nearly invisible to radar for surprise attack on enemy positions.



A-7 Corsair

Navy's carrier attack aircraft. Carries 15,000 lbs. of rockets and missiles.



F-16 Fighting Falcon

Highly maneuverable fighter-bomber. Useful in close combat in dogfights with enemy fighters.



A-10 Thunderbolt

The "Warthog," designed to destroy tanks with rockets and nose-mounted cannon.



F-14 Tomcat

Navy's top carrier-based fighter. Used to protect aircraft carriers and A-6 Intruders and A-7 Corsairs.



EA-6B Prowler

Advanced tactical jamming air support plane. Jams hostile electronic signals.



FA-18 Hornet

Navy's lighter-bomber launched from carriers. Armed with up to 17,000 lbs. of bombs and missiles.



E-2 Hawkeye

Early-warning aircraft. Detects enemy targets and jams enemy electronic signals.



A-6 Intruder

Navy's carrier-based all-weather medium attack plane. Carries up to 18,000 lbs. of bombs and missiles.



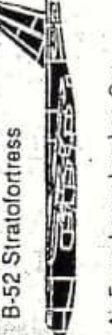
E-3 AWACS

Early-warning, jam-resistant radar station, serves as airborne command and control center.



EF-111

Radar-jamming aircraft used to support tactical bombing raids and to escort fighters.



B-52 Stratofortress

Air Force heavy bomber. Can drop up to 60,000 lbs. of bombs from altitudes up to 46,000 feet.

SOURCE: Philadelphia Inquirer, Jane's All the World's Aircraft

