Jayhawk Model Masters

MAY 20&21, 1989

FREE ADMISSION FREE PARKING

RICHARD-GEBAUR OPEN HOUSE AND AIR SHOW

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March 18, Meeting

Richard Ballard opened the meeting with the treasury report of $823.46. Still looking real good, especially having paid the mowing contract for the year.

Tom Puckett handed out forms asking for opinions on your likes, and dislikes concerning our last fun-fly. The information gained from these forms is important if we are to continue having events evryone enjoys. If you didnt make it to the meeting, give Tom a call and let him know how you feel. Better yet, come to our next meeting. (All Seasons Motel, April the 15th, at ****8:00****) We need your input!

While on the subject of our next meeting, the following information was discussed and agreed upon. Our next meeting on APRIL 15th, at 8:00.....,Thats 8:00, will be held at the usual spot for breakfast. (All Seasons Motel, The Greenery Rest.) After the meeting there, we will retire to the field for some real fun in the sun. (Work) We have a fence to mend, a table to put up, etc. Please plan on helping out!

There were three real nice airplanes to drool over at the last meeting. Chuck Hardmans Sportster 60 he had just completed. The Solar-Tex looked real good Chuck. Bill Elkins and his AT6 which he purchased at the Wichita auction. And Darrel Andersen, with his Funster 40, which shows the time Darrel took to build it. All real nice airplanes. Hey, does this mean that because we planned a work day Sat. I dont have to bring a framed up Morrisey Bravo ?

Your AMA Membership manuals should be in your hot little hands by now. It was decided at the last meeting that we write to headquarters and explane that we didnt feel it was right to send them out by horseback,,,,,,,,,,,,,,,,,,,,,,,,,,,,,Dogsled would be much faster.

SEE YOU SATURDAY AT 8:00

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Could sure use some help setting up at Operation Handshake this year.

Aviation pioneer Sopwith dies at 101

Washington Post

LONDON — Sir Thomas Sopwith, 101, the designer of the World War I Sopwith Camel so dear to Snoopy — and of other fighter planes that helped Britain to victory in the skies in two other conflicts — died Friday at his home near Winchester, England.

Sir Thomas was the last of several pioneers whose careers began with the early days of aviation and spanned most of the century.

His Sopwith Camel was considered the most maneuverable fighter in World War I and shot down more enemy aircraft than any other Allied plane in helping establish air supremacy over the Western Front. More than 6,000 were produced.

In the 1930s, he privately financed the Hurricane fighter, the Royal Air Force's workhorse that helped win the Battle of Britain against Marshal Hermann Goering's Luftwaffe in the grim days of 1940 and 1941 early in World War II.

The Luftwaffe's failure to destroy the RAF ended Adolf Hitler's dreams of conquering Britain.

After World War II, Sir Thomas continued to play a major role in British aviation.

His best-known aircraft was the Harrier jump jet, which played a major role in 1982 in Britain's reconquest of the Falkland Islands, its South Atlantic colony that had been occupied by Argentina.

The revolutionary vertical-takeoff jet was also purchased by the U.S. Marine Corps.

Thomas Octave Murdoch Sopwith was born Jan. 18, 1888, into a wealthy engineering family from northwest England.

He was educated at private engineering schools.

Throughout his life he loved sports, excelling in sailing, shooting and fishing.

He was addicted to racing — motorcycles, cars and motorboats — and his long fascination with aviation began in 1910 when he bought a 40-horsepower Avis single seater in which he crashed on his maiden flight.

Undeterred, he became the 31st licensed pilot in Britain. Shortly thereafter, he received a small fortune for winning the longest flight from Britain to the continent for a 177-mile flight from Eastchurch in Kent in southern England to the Belgian town of Beaumont.

It was with that prize money that he established the Sopwith Aviation Co. in 1912 in an abandoned skating rink south of London.

The company produced 16,000 aircraft by the time the war ended in 1918.

Sir Thomas also produced a triplane that was copied — and improved upon — by his German rival, Fokker who introduced an interior-braced cantilever wing to replace the Sopwith's wood and wire.

Although another Sopwith model, the Pup, was described by English historians as a masterpiece — aesthetically pleasing and delightful to fly — his greatest World War I success was the Camel.

As Snoopy fans know, the Camel's classic adversary was the Fokker Triplane, the only plane the Germans could put up against it.

EVENT CALENDAR 1989:

April 15 LAMAS Novice-Sportsman One day pattern contest, LaCygne, Kansas
April 16 Quickie 500 LaCygne, Ks.
April 23 KCRC Fun Fly Jacomo
April 30 KCRC QUICKEE 500 Race

May 13 (Saturday) KCRC Pre Novice Contest, Jacomo * * * * NOTE CHANGE * *
May 20-21 Richards Gebauer Open House
May 27-28 KCRC Fun Fly, Jacomo
May 27-28 Pattern Contest LAMAS LaCygne, Kansas

June 3-4 Ace Float Fly Higginsville, Mo.
June 3-4 Pattern Contest Beatrice, Nebraska
June 4 Quickie 500 race, Wichita Kansas
June 10-11 Pattern Contest Bartlesville, OK
June 15-18 Masters Qualification Contest, Pensacola, Florida
June 24-25 Wichita Kansas Pattern Contest

July 1-2 KCRC PATTERN CONTEST JACOMO * * * * * * NOTE CHANGE * * * * * * * * * *
July 9 Quickee 500 Bartlesville, OK
July 15-23 AMA Nationals, Richland, Washington
July 29-30 Pattern Contest Hastings, Nebraska

August 5 - 6 Pattern Contest, Salina Ks (This is 1 week earlier than usual)
August 19-20 Pattern Contest Omaha, Nebraska
August 26-27 Standard Normal date for Pattern Contest, McDonnell Douglas St. Louis Mo.

September 2-3 Jumbo fly-in 149th Jacomo
September 2-3 Normal Date for Pattern Contest Pawnee Rock, Kansas

Yet to be scheduled -- KCRC Fall Quickie

*** APRIL NEWS NOTES ***

A SPECIAL WELCOME to Mr. Paddy O'Rielly, our newest club member. Paddy comes to us from Belfast Northern Ireland after recently moving here. Paddy is presently unemployed but is seeking work. Previous work experance? He was a tail gunner on a garbage truck!

GRASS CONTROL IN ENGLAND

Paddy tells me that a unique method of grass control is used by the R/C Clubs in England. It seems that each club keeps several hundred Rabbits at the flying field to eat the grass. Where do they get all those rabbits? Why they raise them of course. In the Hutch Back of Notre Dame!

LIGHTHOUSE LORE

Paddy also told me that he worked as a lighthouse keeper for awhile but couldn't stand the chickens. What chickens, you might ask? Well it seems that every lighthouse keeper is required to have several hens in the lighthouse at all times. So they can have eggs with their Beacon!

WATT POWERED MODEL

Paddy was telling me about an R/C plane he had for awhile. It was powered by a James Watt Steam Engine. Unfortunately it blew up, slightly injuring Paddy about the head. Seems it just couldn't stand the pressure!

R/C KITES

Paddy was also telling me about the latest craze in R/C in his homeland. R/C kite flying has really taken off! The only problem is that most kites are lost on the first flight when they blow away.

Paddy thinks the problem can be overcome if they use some string to hold on to the R/C kites while flying them! Sounds reasonable to me!

ALTERNATE FUEL SOURCE

While looking at some of Paddys field equipment I noticed that his glow fuel had a strange amber color to it. Paddy explaned that he used to use Red Max fuel but that the import tax and shipping drove the cost way up. Paddy has found that Irish Whisky mixed with a little castor oil runs just as well and is a lot cheaper.

(As a side note Paddy tells me that it is quite common for an Irish modeler to crash his plane and then set in the pits and drink his fuel.) A quaint Irish custom that we need to investigate further.

IRISH/GERMAN SCALE COMBAT MEET

Paddy was also telling me about one of the highlights of the year in his homeland. The Bi-ennial Irish/German Scale Combat Meet. Every other year a team of German pilots meet a team of Irish & English pilots on the cliffs of Dover for fun in the fog.

Planes must be F.I.A. Scale Spitfires, Hurricanes, ME-109s, or FW-190s. The object is to crash as many planes as possible during the two day meet. (Very much like an average weekend at our field!) By Sunday evening the country-side is littered with the smoking remains of the best scale ships each side could put in the air and the pilots are all fighting!

Paddy noted that the whole affair is pointless and wasteful (Very much like most real wars) but the spectators and officials seem to enjoy the carnage so they just keep doing it every other year. (Also along the lines of real wars!)

This is Sloof Lirpa your "Roving Reporter" leaving you with this thought. Spell my name backwards! S.L.

FOX BAT FLIGHT REPORT

Those of you who were at the March meeting got a look at a framed-up scratch built Fox Bat. No, not a model of the Russian fighter but rather an ugly little Stick Type Fun-Fly plane designed around the Fox .40 engine by a guy named Tim Batt. This plane is about as simple to scratch build as anything I have seen and total wood cost is in the "Under $20.00 range". I built mine in a weekend(ready to cover)so you can see its simple.

Most of the parts left over from your crashed Flight-Craft such as engine, motor mount, landing gear, wheels, etc. can be re-used on the Fox-Bat to help hold cost down. Two rolls of covering is plenty. We are talking low budget here folks!

The first test flight was on a windy march afternoon. The only surprise was a two foot ground roll followed by a vertical climb to altitude. This thing has vertical performance unlike anything I have flown before. Straight up hand launches are no problem. Just go to full power and shove it up and away and its climbing like a homesick angel!

Top speed is in the 80 M.P.H. range yet it will slow down and hover in a slight breeze and land at almost zero ground speed. Inverted flight takes just a touch of up elevator and knife-edge is surprisingly good for a shoulder-wing design. Much better in fact then other Big Stick - Ugly Stick designs I have flown. Overall flight performance is great and I highly recommend the plane to anyone able to handle this kind of performance!

Whats the secret? Really there is none. Light power and wing loading (a light airplane and strong engine)along with a weird airfoil design (reflex, undercambered,) account for the wide speed range. (If this plane comes in over four pounds ready to fly you did something wrong!)

Problems? In my openion there is one design fault. I feel the nose moment is to short when used with the very light and powerful Fox .40 engine. Great care must be used when building to keep the tail light and all radio gear mounted as far forward as possible. Otherwise the plane is going to be tailheavy. Mine came out perfect but I was aware of the problem and also used 1/2" rubber Iso-Mounts between the motor mount and firewall. (as outlined in the March newsletter). A heavier engine such as an H.B. or other large case design would most likely balance O.K. but then the plane was designed for the little Fox engine. Tim, you cut the nose off to short!

Other then the potential balance problem I can find nothing else wrong with the Fox Bat. Cheap, easy to build, with Excellent flight performance! Why can't all planes be like that? R.L.B.

PLANS AVAILABLE FROM:

Tim Batt
128 Memory Lane
Harvest AL
35749

Folded = $8.00 Rolled = $10.00

P.S. Tell Tim he cut the nose off to short!

SOME THOUGHTS ON Z-BENDS AND LITTER BUGS

Wire end not threaded - Just sorta glued in with something that didn't work!

About 8" of inner rod left unsupported

Z-Bend ? Most likely would not stay hooked in Servo horn anyway!

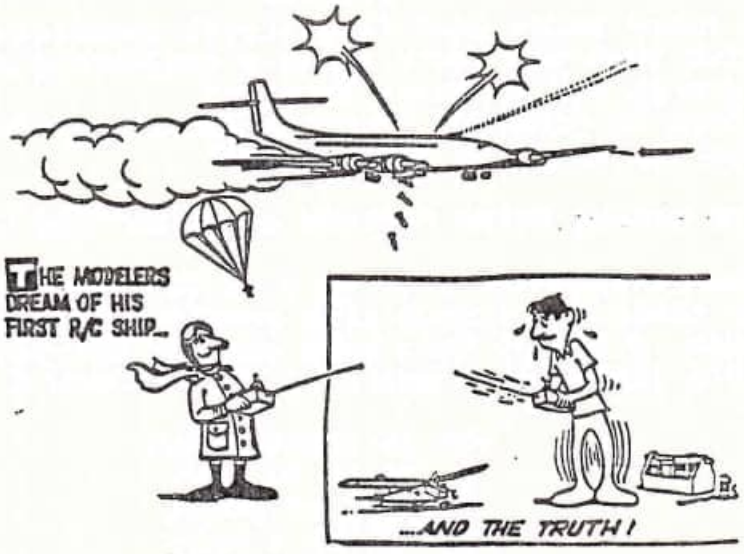
The above Ny-Rod end came out of the remains of a silver film covered Shure-Flight "Foam Fighter". I would like to say it was a P-39 or P-51 but there wasn't enough of it left to tell!

I would also like to think the owner was not a club member. First of all because of the lousy job he did on his control hook-ups. But mostly because he left what remained of his crashed plane scattered all over the pit area when he went home!

If you know this fellow you might show him how to make a decent Z-Bend.

You might also tell him we have a trash can right next to the parking lot gate!

RLB



HOW TOO: DRILL HOLES WHERE YOU CAN'T !

One of the most difficult things we have to do while building a model is to figure out where and how to drill holes for such things as bulkheads, ribs, and any number of other things you can't get to. The how, (and more importantly where?) is most easily solved AFTER the major framing work is finished.

Think about it. How do you know where to drill the hole in the firewall for the steering cable untill after the plane is setting on it's wheels? The answer is that you don't ! The problem is very apparent after you have built (or scratch-built a couple of planes. What to do? Well you can buy a Moto-Tool right angle drive and hope it is small enough to always reach in and drill a hole where you need one. Often times it is not. Now what? It depends.

What does it depend on? For the most part it depends on the material to be drilled and the location of the hole. How inassessible is it to your Black & Decker 3/8"drill?

How about a 30" long hole through a wing panel from end to end?

NO PROBLEM! Take a 36" length of 5/16" music wire and heat the end red hot. Now take a hammer and pound the end out flat. Grind or file a v-shaped point on the flattened end and you have a 36" long drill bit that will go through Balsa and Lite-Ply like a knife through butter.

How about a hole through the fire-wall right up next to the fuselage?

NO PROBLEM! Bend a right-angle on the end of some 1/8" or 5/16" music wire and heat it red hot. Now BURN THE HOLE exactly where you want it!

How about hitting the engine lug holes EXACTLY when you drill your motor-mount?

NO PROBLEM! Find a 6" length of music wire that exactly fits your engine lug holes. Now grind or file a center-punch point on the end. After lightly sticking the engine to the mount with CYA adhesive in the desired position, heat the music wire red-hot and melt a demple in the mount in each hole location. Pop off the engine and drill & tap the mount holes with the correct size threds.

As you can see the answer to many of our problems is not a special drill or tool but rather HEAT. A heat source? The cheapest propane torch you can find is all you need. Don't try to drill a hole unless you can do it easily. Insted fire up your propane torch, heat up your music wire and burn the hole exactly where you need it!

CAUTION

Balsa and most other woods used in aircraft construction burn well once ignited. Be careful that you don't leave a smoldering fire in your Super-Hots when you go off to watch Heraldo!

You might also want to consider "Burning holes" outside the house unless your family enjoys the smell of Balsa smoke!

Speaking of making holes reminds me of an "Old Cowboy Story"!

It seems that back around the late 20's or 30's Pet Milk was looking for a catchy slogan for their new canned milk product. They offered a $10.00 prize for the best slogan. A Kansas farm hand sent in the following poem to describe how easily canned milk could be used. I don't think he won!

ODE TO CANNED MILK
No teats to pull
No poop to pitch
Just punch a hole
In the son-of-a-bitch!

FLY SAFE RLB

MEMBERSHIP LIST (HELP LIST) 3-25-89

* = 1989 dues paid + = Have A.M.A. number on file B=BOOSTER N=NEWSLETTER

* CHUCK A. HARDMAN 843-9078 INSTRUCTOR, 35MM, GENERAL HELP
* IVAN HIRD 843-5553 BUILDING, GLIDERS, GENERAL HELP
* BILL ANDES 842-8650 INSTRUCTOR, ELECTRONICS/RADIO, GENERAL HELP, VICE-PRES.
* RICHARD BALLARD 843-8623 INSTRUCTOR, ENGINES, BUILDING, WELDING, PRESIDENT
* DARREL L. CORDLE 749-4146 INSTRUCTOR, 1/4 SCALE, SAFETY OFFICER
* STEVE SHUMATE 842-6613 INSTRUCTOR, BUILDING, COVERING
* DR. LAWRENCE WISE 843-5424 FIELD MAINT.
* PAUL N. ERICSON 843-7395 BUILDING, COVERING, 35MM, LETTERING, GLIDERS
* DAVID BORN 841-4184 35MM, COMPUTER, GENERAL HELP.
* ROBERT HIRD 843-3542 GLIDERS
* RICHARD ZARLEY 842-5928 BUILDING, COVERING, VCR
* DAVE PLAMANN 842-1837 INSTRUCTOR, BUILDING, NEWSLETTER EDITOR
* MICHAEL WEINSAFT 843-3052
* DON SHERMAN 749-1455 GENERAL HELP, BUILDING, COVERING
* PAT MORIARTY 841-1720 843-4333 BUILDING, COVERING
* JOSEPH E. BRYANT 842-5865 General help
* LESTER D. SMITH 843-2991 GLIDERS, ELECTRIC, S
* BILL ELKINS SR. 842-3925 HELICOPTERS, VCR, GENERAL HELP, BOX BLADE TRACTOR
* BILL ELKINS JR. 842-3925 SAME AS ABOVE
* DARRELL ANDERSEN 594-6893 FIELD MAINT. GENERAL HELP
* DANNY ROBINSON 597-5977 FIELD MAINT, COVERING
* MIKE LEE 594-3836
* GARY RAUCKMAN 843-3281
* JIM CRAWFORD 842-1679
* RON GRIFFIN 843-7943 DUMP TRUCK, 1/4 SCALE, 1989 MOWING CONTRACT
* KEITH COLMAN 542-2327
* JIM HENRY 842-6879
* TOM PUCKETT 841-5889 INSTRUCTOR, EVENT COORDINATOR, ELECTRONICS
* JERRY LEE 876-2444
* PHIL MONTGOMERY 841-5610
* GEOFF BRADY 842-2007
* ROBERT HUTCHINS 843-1739 FIELD MAINT, GENERAL HELP
* DAVID B. ROSEN 864-2313 COMPUTER, NEWSLETTER, GENERAL HELP
* TIM BRUEWER 841-7841
* BILL CONRADI 843-8161 COMPUTER
* GREG WILSON 842-3781 GENERAL HELP
* MIKE ROCKHOLD 542-3139
* DAVID BECHTOLD 749-4404
* BILL MCCULLUM 843-1315
* DANNY CALLAHAN 749-7439 INSTRUCTOR, BUILDING, GENERAL HELP
* LARRY MCLEISTER 842-5321
* C.W. HOLT 842-6486 RADIOS, ELECTRONICS, BS
* DAMIAN POWELL 748-0955

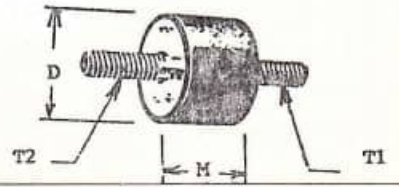
NORM PLUNKETT
FLOYD CALKINS 1-288-2245

******Noise Reduction******

If you've taken the hint and decided to try your hand at cutting down on the noise your favorite model produces. Or, maybe building in these features on a new one. You might consider starting with the separation of the engine from the fire wall by useing the type of engine mounting bolts like those pictured below.

Richard Ballard is useing these on his Foxbat, and they really make a big difference. Check out your favorite Hardware store, or washing maching repair business. They should have them! Make them NEOPRENE,,,,, NOT RUBBER.

Diameter (D)	9/16"
Thickness (M)	1/2"
Threads (T1 & T2)	8-32 X 3/8"



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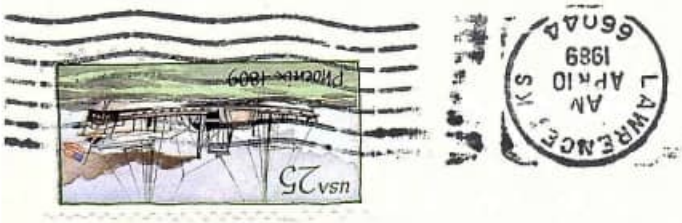

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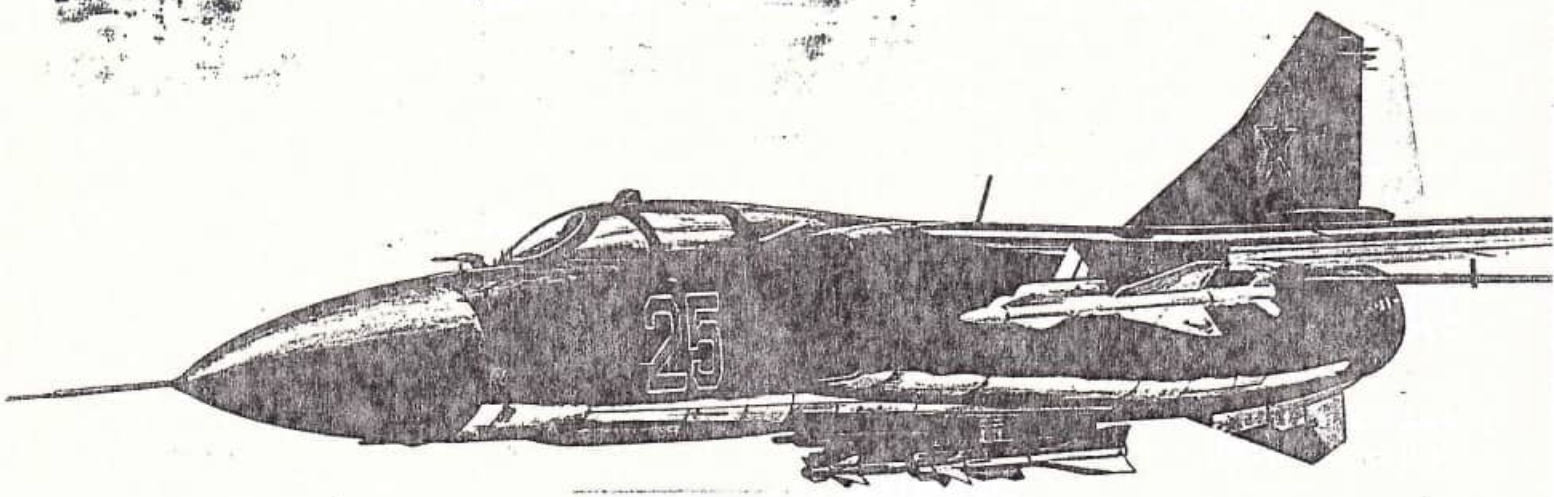

MIKOYAN-GUREVICH MIG-23S (1973)
This Soviet single-seat, all-weather interceptor, code-named "Flogger-B" by NATO, has a variable-sweep wing similar to the F-14's and avionics comparable to those of the earlier F-4 Phantom. A 25,350-pound-thrust afterburning turbofan engine gives it a top speed of 1,319 mph and a range of 620 miles. It carries a 23-mm. cannon and four air-to-air missiles.