

New Members

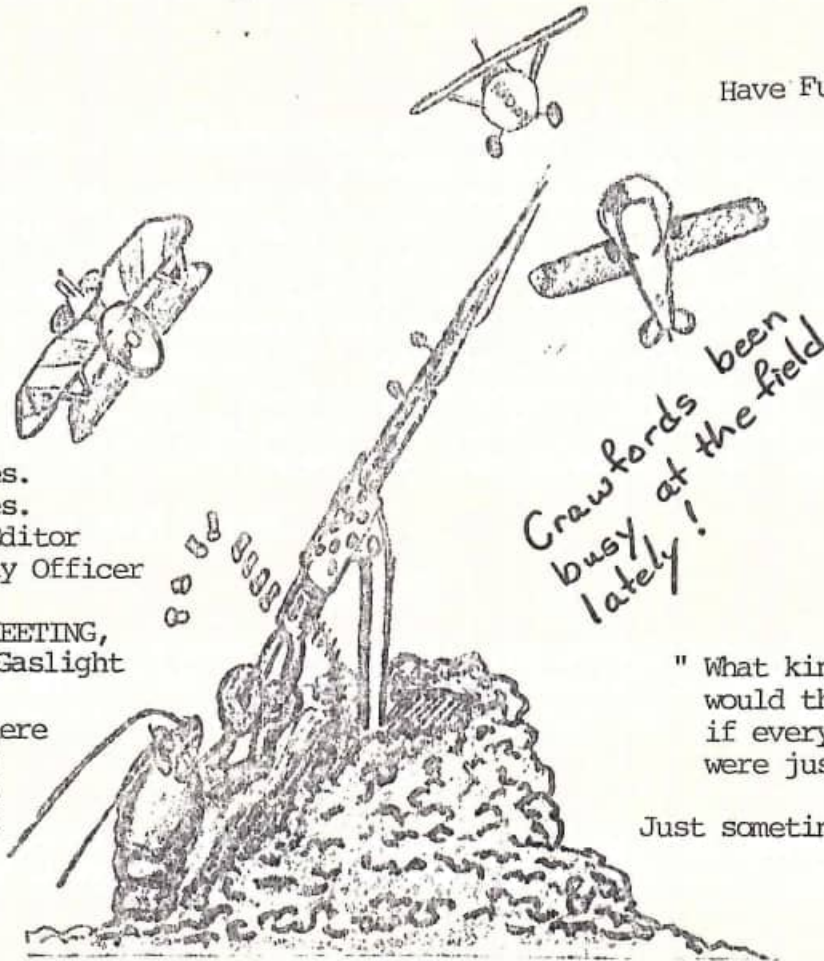
Alan Holle
Thomas Puckett
Bill McCollum
Ralph Drake

Club Officers

Richard Ballard.. Pres.
Bill Andes...Vice-Pres.
Dave Plamann.. Sec. Editor
Darrel Cordle.. Safety Officer

Reminder; NEXT CLUB MEETING,
May 21. at 7:00 pm Gaslight
Village Clubhouse

The Newsletter is here
for your benefit. If
you have something to
sell, or something to
say. Let me know!
Dave P.



AMA # 2013

Jayhawk Model Masters
Meeting Minutes

Nate Ericson passed out the sheets to be used by instructors, and students for the purpose of training. It is highly recommended that instructors use them. It is felt that much confusion, and possibly damage to airplanes can be avoided if you follow the guidelines in this new format.

Steve Shumate resigned his position as Sec. Treas. at the meeting. Richard Ballard appointed your's truly to fill the Sec. spot. Richard will be keeping track of the finance end.

Mr Ivan Hird was presented the AMA Award Of Appreciation, much to his surprise. It's a pleasure to have Ivan as a part of our organisation.

Two Constitutional Ammendments were proposed and voted on at the meeting. #1. Add Inc. to Jayhawk Model Masters name, and delete reference to being an unincorporated organisation. #2. Add referance to the Board Of Directors.

The possibility of a Spring Fun Fly was discussed, if you can call it that. It was decided, after lack of response on the subject, that we would approach the subject at our next meeting on MAY 21.

The Yates Center flight demonstration was also tabled for about the same reason. It will not be a Club or AMA sanctioned event. However, individuals who wish to participate on their own can certainly do so. Please, for those who do plan to fly, MAKE SAFETY A PRIORITY. Check and recheck your equipment, and plan your maneuvers ahead of time. You don't want any surprise's with a couple of hundred people standing around.

Mr. Jim Henry provided an interesting look at the AMA Museum, in Reston Va. Thanks Jim, We all enjoyed it.

C.W. Holt brought up a few safety issue's he's been concerned about. Not to worry guy's, It's just the same old stuff we've been bitching your heads off about for over a year. Switching on transmitters, & running engines up in the pit when there are four, or more, planes in the air.

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3IM...What the hell's that? Adjacent Channel, whats that? Safety Rules,,,Who needs them? " We've got too many rules anyway !"

Let me suggest to everyone that they, just foe fun, read the Safety section in their monthly AMA mag. There's lots of interesting stuff. Like the one in Junes issue that mentions the poor fella that was killed in late 87 by a 3 lb airplane, on a dead-stick landing. There have been other, serious injurie's, even here in Kansas.

For those new to the sport. Please don't hesitate to ask for help if you need it. It has nothing to do with being too proud. It doe's have a lot to do with being a bit hard headed. For those who've been at it a while, you should know better!

It's incredible really, to think that the example you set could actually save someone's life. But the really good thing about it is, You'll never know!

Yes, Im Done ! DP

Attention

The list on the following page refering to those who have not yet paid their mowing fee, or turned in your AMA number was printed before some names came in. If your name is on the list, but you've taken care of business, My apologies.

For Sale

Saito 45 4-stroke, Airtronics XL 4 channel, Super Tigre .61 with extras, Sig Skybolt ready to cover, Fleet Byplane 75% complete. Call Ben Clark at 841-1928.

NEXT MEETING

MAY 21, 1988 at 7:00 PM

GASLIGHT VILLAGE CLUBHOUSE

PRODUCT REPORT: SIG EASY HINGES

Every once and awhile, a new product comes along that makes you wonder how you did with-out it. Think about C/A glue, Quick Epoxy, and film covering for example. This new line of hinges from Sig may not be in quite the same league with Hot Stuff, but once you try them you will throw away your hinge slotting tool!

What Sig has done is to come up with a Space-Age material that they cut up into little 3/4" by 1" rectangles and package them up for sale. (24 for \$2.95) With these things, even the most inept Balsa Butcher can hinge control surfaces so well that you can't see the gap! How do they work? Well, you can do it faster then I can tell you about it, but here goe's.

1. Cover all parts of the aircraft.
2. Mark the hinge locations and center lines with a Non-Perminent felt tip pin.
3. Cut slots about 1/2" deep and a little wider then the hinge, with an X-acto knife.
4. Clean off the felt-tip marks.
5. Slip in all the EASY HINGES and align the control surface gap.
6. Apply thin C/A to each hinge, top and bottom.
7. Flex the joint several times to loosen up the hinge line.
8. YOU ARE DONE!

Whatever these things are made from, they suck up C/A like a sponge. There is no need to pin them with tooth-picks, nor should you be concerned that they will break or pull out. I tried twisting and pulling with pliers on the ones I tested, and only succeeded in destroying the 1/4" hard balsa sheet I had put them in. I could not break or remove a hinge! My next plane will have Sig EASY HINGES on all control surfaces! How about yours?

RLB

TAKEN CARE OF BUSINESS !

THE FOLLOWING CLUB MEMBERS HAVE NOT PAID THEIR 1988 MOWING FEE. PLEASE TAKE CARE OF THIS AS SOON AS POSSIBLE SO I CAN CLOSE THE BOOK ON "MOWING - 88".

STEVE SHUMATE
DAVE VINYARD
KEN BLACKFORD
DAMIAN POWELL

GREG WILSON
LARRY CORNELIUS
ROB HARRIS

ALAN STAUS
DANA MILLER
RON GRIFFIN

THE FOLLOWING CLUB MEMBERS DO NOT HAVE AN A.M.A. NUMBER ON FILE YET. AGAIN, PLEASE TAKE CARE OF GETTING THIS TO ME AS SOON AS POSSIBLE. I HAVE OTHER THINGS I WOULD LIKE TO BE DOING THIS SPRING!!! RLB

KEN BLACKFORD
RON GRIFFIN
RAY KELLER
GREG WILSON
DOUG CLOUD
JEFF OLIVER

JIM CRAWFORD
DANNY GUY
LARRY SCHULTZ
STAN TIEMEYER
JOE MARKLEY
ALAN HOLLE

RALPH DRAKE
ROB HARRIS
ALAN STAUS
DAMIAN POWELL
BOB OLIVER
JOE MCGINNIS

AGAIN, LET ME REMIND YOU THAT AS AN A.M.A. CHARTERED CLUB, EACH AND EVERY MEMBER MUST BELONG TO A.M.A. FOR US TO RETAIN FIELD INSURANCE. DO WHAT YOU NEED TO DO FOLKS. EVERYONE ELSE IS DEPENDING ON YOU!!!!

Club Membership

We now have 67 members and it seems like it is still growing by leaps and bounds! I kind of have to stop and wonder where all this is going to be by another year or two. What if you had to "take a number" to get into the flying field? I guess we could use your A.M.A. numbers to ration flying days. How about odd numbers = Sat., Mon., Wed., Fri, and even numbers = Sun., Tues., Thurs, and--but wait! ,thats only three days a week if you have an even number!! Oh well! Only kidding anyway, I THINK! RLB

CLUB HATS AND BELT BUCKLES

WE ARE GETTING READY TO SEND IN AN ORDER FOR CLUB BELT BUCKLES. IF YOU HAVEN'T HAD A CHANCE TO SEE ONE YET THEY ARE 2" X 3" ANTIQUE BRASS WITH A 2" SHINEY BRASS DISK IN THE MIDDLE WITH THE CLUB LOGO PHOTO ENGRAVED ON IT. REAL NICE LOOKING WITHOUT BEING TO "FLASHY"! THEY ARE ALSO GUARANTEED (TO HOLD YOUR PANTS UP!)

IF YOU WANT ONE YOU WILL HAVE TO LET EITHER DAVE PLAMANN OR ME KNOW A.S.A.P. AS THE ORDER IS GOING IN NEXT WEEK. PRICE WILL BE \$8.00 ea.

CLUB BASEBALL CAPS ARE IN STOCK AND FOR SALE AT \$5.00 ea. FROM DARREL CORDLE AND ALSO AT PROP & WHEEL HOBBIES. BETTER GET YOURS RIGHT AWAY TO KEEP THAT HOT SUMMER SUN OFF OF YOUR CENTRAL GUIDANCE SYSTEM!! RLB

AN IMPORTANT MESSAGE FROM THE PRESIDENT

Reports continue to reach me of safety rule violations at the flying field. Among the more serious are the following:

- A. High-Speed passes down the runway.
- B. More then four planes in the air at one time.
- C. Not flying on pilot station blocks.

- D. Over-Flight of the county road south of the field.
- E. Over-Flight of the parking lot.

Items A, B, and C are common sense rules established to prevent 3-IM and other Radio interference problems from crashing your, or someone elses airplane. It is a known fact that following these three simple rules will prevent over 90 % of our "Glitch" problems.

Items D & E not only violate Club Rules but also put our flying field in jeopardy. The map printed below clearly defines the OVERFLIGHT and SAFETY ZONE boundrys of our field lease agreement.

PLEASE NOTE THAT THE ROAD AND PARKING LOT ARE NOT INCLUDED. It should also be fairly appearent that with almost 100 acres of leased flying space, plus another 1000 or so acres to the west, North, and East, THERE IS NO GOOD REASON TO FLY OVER A PUBLIC ROAD OR PARKING LOT FOR ANY REASON.

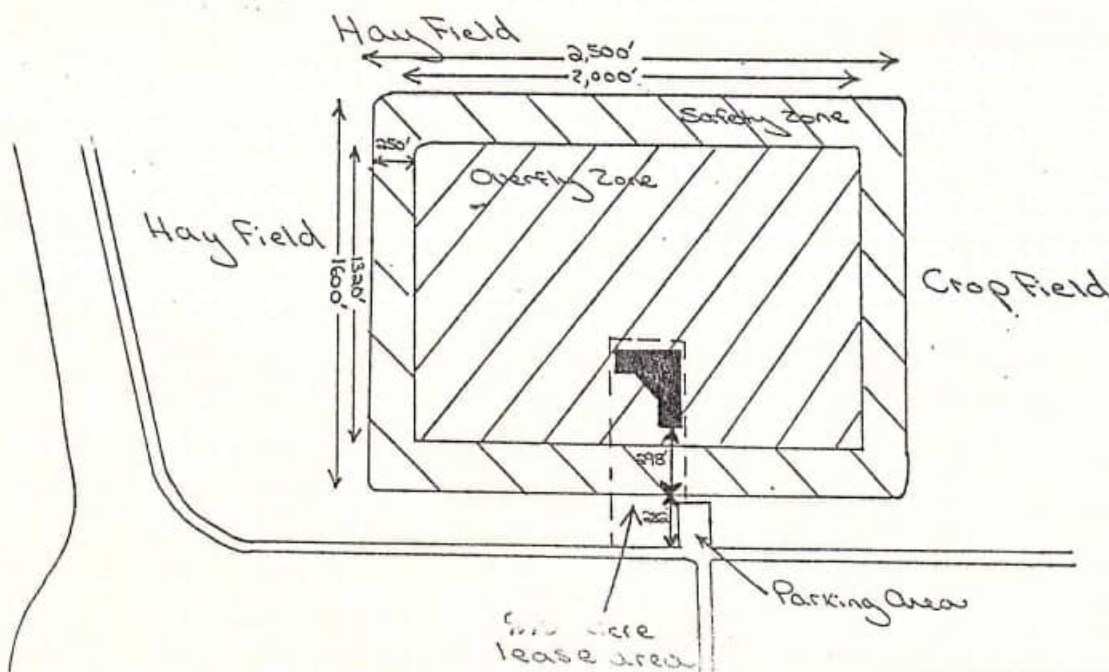
Be advised that our Club Field Rules became part of the A.M.A. Insurance package when we received our Club Charter. IF YOU HAVE AN ACCIDENT RESULTING IN INJURY OR PROPERTY DAMAGE WHILE IN VIOLATION OF CLUB FIELD RULES YOUR INSURANCE IS NO GOOD.

You can expect no help from the Club Officers or A.M.A.!

It would be in everyones best interest if as a Club, we decide to no longer tolorate Rules violations. I feel that by now everyone should know what the rules are and also why they were established. If you still chose to violate them, or tolerate those who do, there is not much I can do about it, however:

JUST REMEMBER, IT IS YOUR FLYING AREA THAT THESE PEOPLE ARE PUTTING AT RISK!

RICHARD L. BALLARD
PRESIDENT



MURPHYS LAW UP-DATE

A while back I mentioned Murphys law. While I was thinking about Murphy, I got to thinking about some other people I know. Before long, a whole new set of laws were born. How about:

- GREG WILSONS LAW: If you set your plane down in the middle of a 400 acre field, you will step on the tail and break it off.
- BALLARDS LAW: If you break something, buy two (2) replacements. If you have a spare, it will NEVER break again.
- PLAMANN'S LAW: The best flying day each month will also be the day you have to go visit your in-laws.
- C.W. HOLTS LAW: If the club meeting starts at 7:00, get there at 8:00 and ask what happened. (Sorry C.W.)
- CORDLES LAW: The bigger they are, the harder they fall. (And the more damage it will do.)
- RECIPROCAL TO
- BALLARDS LAW: If you only have one (1) of something, it will always break. (And the replacement will have to be shipped from Hong Kong by tramp steamer.)
- SORENSENS LAW: If you can still see it when it goes by, it either wasn't fast enough, or close enough, or both.
- RAY SHEPHERDS LAW: If you can't see it, you let it fly away!
- PAT MORIARTYS LAW: If you are a dentist, don't stick your hand in a running prop.
- DAN CALLAHANS LAW: If you are a fun-fly finalist, don't stick your transmitter antenna in a running prop.
- COMMON LAW: Don't stick anything in a running prop!
- MITCH WANGS LAW: Save, conserve, GO FOR IT!
- CHUCK HARDMANS LAW: If they give you any trouble, blow their porch off!
- BEGINNERS LAW: When in doubt, ask for help!

By now, many of you are PO'ed, so I will leave you with this. Please write your complaints concerning the club, its officers, or the newsletter, BETWEEN the two lines below. (PLEASE USE A FELT TIP PEN, PLEASE PRINT, PLEASE RECONSIDER, and most important of all, DON'T WRITE OUTSIDE THE TWO LINES.

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Thank you for your comments! RLB

BEGINNERS CORNER
Questions & Answers

We have some common questions this month related to radios. Stay tuned!

Q. I AM HAVING PROBLEMS GETTING MY THROTTLE AND STEERING PUSH-ROD WIRES TO WORK FREELY. WILL THIS HURT ANYTHING?

A. Yes! Any control function operated by a Servo should be made to operate as freely as possible. Even though the Servo may have enough power to operate the control, any binding causes the Servo to work harder. The harder it has to work, the more power it uses from your battery. A combination of two or three Servos operating at near stall current can drain your battery in only one or two flights. This is an accident waiting to happen!

I noticed you said "push-rod wires". If you are trying to use the solid wire that is supplied in many kits you are fighting a losing battle. Replace it with either Flex-cable or Ny-rod on throttle and steering. There is almost no way to get a solid wire push-rod around the tank, etc, in the nose of the plane, and still get it to work as freely as it should!

Q. I AM CONFUSED OVER WHICH TYPE OF SERVO/PUSH-ROD CONNECTORS I SHOULD USE. WHICH IS BEST?

A. As you have already noticed, there are a lot of ways you can do this. I personally follow the "KISS" theory or "Keep It Simple, Stupid!" and there is nothing simpler than a Z-Bend in the end of the push-rod wire. I personally use Z-Bends on all primary flight controls (Rudder, Elevator, and Aileron) and E-Z Connectors on Throttle and Steering. The beauty of a Z-Bend is that there are no moving parts, no threads, no set screws, no plastic keepers, and NO WAY IT CAN COME OFF with-out taking the Servo wheel off and un-hooking it! It will never fail!

On the other end of the push-rod you will need some threads and a Nylon or steel Snap-Link or Quick-Link to make trim adjustments. Either type will work well and are very secure. If you should decide to use the steel type, its a good idea to use a 2-56 lock nut on the push-rod to keep vibration from wearing out the threads.

Q. DUAL-RATES AND SERVO REVERSING ARE TWO TERMS I DON'T FULLY UNDERSTAND. COULD YOU EXPLANE THEM?

A. I think I can! Dual-rate switches on a transmitter allow you to set up control movement (usually elevator and ailerons) so that you have a large amount of control travel on High rate. By flipping the rate switch for each control, total movement is reduced by as much as 50% (its adjustable) to tame the model down or set control response to exactly what you want. Its a very good feature to have for training, and later on, for aerobatics.

Servo Reversing allows you to install all the controls and Servos in the airplane without regard to direction of travel. It makes radio installation a breeze! When you get done and find out one or more controls work backward, you only need to flip a switch to make a Servo work the other direction. Don't buy a radio without it!

Q. WHICH IS BEST, WIRE LANDING GEAR, OR ALUMINUM LANDING GEAR?

A. I kind of think the Music wire type of main gear is better able to absorb impact and put less strain on the aircraft. Of course it bends easier, but it also is easier to straighten by hand. In the end however, it usually depends on which type your plane was designed to use, as mounting methods and internal structure differ a good deal! RLB

A DO-IT-YOURSELF EYE TEST FOR THE R/C PILOT

Do you have eyes like Chuck Yeager? Can you spot a loose wheel collar set-screw at 300 feet? A nicked prop from across the runway (with the engine running)? If you think you see pretty good for your age, then take this simple test. Allow yourself 30 seconds to read the following paragraph and count the F's in the paragraph.

FINISHED FILES ARE THE RESULT OF YEARS OF SCIENTIFIC STUDY COMBINED WITH THE EXPERIENCE OF MANY YEARS OF EXPERTS.

PRETTY EASY TO DO, RIGHT? And no doubt you came up with the correct answer which we all know is seven! Right? If you did, our newsletter editor would like to talk to you about a job opportunity!!

R.L.B.

GOOD THROTTLE PUSH-RODS

Here is another use for Weed-Eater line! Use it instead of steel cable inside your throttle push-rod housing. It is almost as stiff, and twice as slick. A very smooth throttle push-rod is the result! RLB

DON'T DO IT CAUSE IT WON'T WORK ANYWAY!

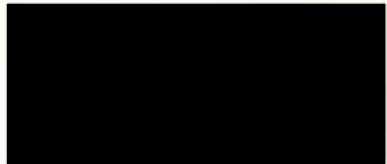
We had a report of a club member crashing his plane and breaking the antenna wire. As a fast field fix, the broken wire was quickly stripped, twisted back together, and Hot Stuffed! Back in the air for the second crash of the day!

The second one was much worse than the first and the plane was totaled!

Never use Hot Stuff, Jet, or other thin CYA on a wire repair. The nature of thin CYA glue is to wick into any small space (Such as between wires that are twisted together) . You couldn't insulate two wires any better if you tried!!

The other lesson we should learn here is never try to fly a field repaired aircraft if you haven't properly ground range checked the radio. To do less is neither safe, or likely to prolong the life of your plane! RLB





PANAVIA TORNADO IDS (1982)

A joint product of British, West German and Italian industry, the Tornado is a multirole all-weather fighter. Powered by two 15,000-pound-thrust engines and with a top speed of 1,320 mph, it carries two 27-mm. cannon and up to 18,000 pounds of bombs; an air-defense version is also produced for the RAF. The plane above bears the Iron Cross insignia of the West German Luftwaffe.

