

JAYHAWK MODEL MASTERS NEWSLETTER

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A.M.A. CHARTER #2013

ISSUE DATE: May 11, 1990

NEXT MEETING: May 19, 1990; DAYS INN MOTEL; 8:30 a.m.

MEETING MINUTES April 21, 1990

Richard called the meeting to order. There was no door prize. There was \$826.82 in the treasury.

We discussed interest in club jackets. If we ordered 24 jackets, the price would be \$31.00 each. The more jackets ordered, the lower the price.

There were some Topeka club officers present at the meeting. They discussed a cross-country flight they were going to do with a Sig Kadet with an OS .61 on the 21st. They also invited us to their Fun Fly on June 23rd and 24th, sponsored by the Topeka Jaycees with proceeds going to the Cerebral Palsy Ranch.

Clinton Lake Clean-Up was discussed.

The meeting was adjourned.

Next month's door prize will be a CVC Charger.

STEALTH JET TO BE IN KC AIR SHOW

The Air Force stealth fighter, a secret until last month, will fly at the Richards-Gebaur air show in October as part of a new publicity tour. The F-117A fighter will fly over the crowds but is not likely to land at the show October 6-7. Though bat-shaped like the stealth bomber, the F-117A is a different model from the B-2. It has been flying since 1981, but the Pentagon refused to acknowledge it existed until November 1988. The military finally revealed the cost of the aircraft is \$106.2 million per plane.

SOME RANDOM THOUGHTS ON THE
1990 CLINTON LAKE CLEAN-UP

Boy! What a day! I can't remember the last time I worried about the weather as much, except the time we had tornadoes with scattered snow in the forecast for our spring fun-fly one year! As it turned out, we couldn't have asked for a nicer day. A rain-out would have meant a no-show on Sunday because of all the other Earth-Day activities. Mother Nature must have been smiling on us.

It's hard to understand human nature. For instance, why would someone who came and worked all morning picking up trash throw their cans and papers off in the woods after they got done eating. My wife spent about a half-hour picking up the surrounding area after lunch was over!

Although we had an excess of dogs and pop (we thought), we ran out before everyone got back and got something to eat. Too bad that some folks had to take 4 hot dogs and 3 cans of pop the first time they went through the line!

On the other hand, we had some little kids bring back unopened cans of pop and say they didn't want to drink all of it, "so could they please return it to the ice tank for someone else!"

Trash? How about finding an almost new ironing board out in the middle of no where? Or for instance, a car radio, or a TV set? I could almost understand the bed mattress, or the lawn chair, but on the other hand, why would the State Park Managers be dumping trash in a ditch?

Jackie Hurst is a fairly new park ranger. Whether or not the clean-up was part of her job, she

did an excellent job of pulling the whole thing together. I think she will go far with the Corp. of Engineers. At least, I hope so.

We collected over 600 lbs. of recyclable materials plus about 3800 lbs. of just plain trash. The clean-up was a huge success with only one sad part. A little girl was badly cut by a broken bottle sticking out of the side of a trash sack. I hope things turn out okay for her. 748 people showed up to help!

Nobody drowned! (The 1989 clean-up was marred by a non-related drowning during the noon hour lunch period.)

Nobody got bit by a snake! (As expected)

The turn-out by our club was excellent, with over 50% of the club on hand. I would like to mention all your names, but don't have room. Anyway, everyone there knows who helped and who didn't. The ones who didn't missed out on a good thing!

The Wheel-Sport motorcycle club worked their tails off behind the scenes. My thanks to them for help on the food line, as well as cleaning up a dump-truck load of trash in the State Park. Way to go Wheel-Sport!

Thanks also to the Topeka R/C Club. They did a lot of work in our area. It's good to be able to depend on your friends when you need them! They are looking to us to help them on June 23-24 by attending their Fun-Fly in support of the Cerebral Palsy Ranch in Augusta, Kansas. Let's go over and bring home the prizes!

Clinton Lake Clean-Up next year?

I don't know about you, but I plan to be there. I had a good time!

Richard Ballard

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NEWS FLASH!!!!

Futaba announces their narrow-band upgrade program

TIME: Oct. 1, 1990 through March 1, 1991

AM Transmitter modified to narrow-band:

- 5,6,7 CH. AM FGK
- 4 or 6 CH. FG
- 4NL or 6NLK Conquest
- 5,6 or 8 CH. J Series

TX mod. and Gold sticker = \$10.00

AM Receiver exchange for narrow-band receiver:

All FG,FGK, and Conquest AM exchanged for:

- R114H Receiver = \$35.00
- \$117H Receiver = \$40.00

FM Receiver exchange for narrow-band:

- R127DF = \$55.00
- R128DF = \$65.00

Convert old AM to Narrow-Band RX & TX (FM)

FG,FGK, and FGE = \$75.00 (new RX and TX Module)

Return old transmitter and receiver to:

Futaba Corp. of America
4 Studebaker
Irvine, California 92718

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HOW TOO: 12 BUILDING TIPS

Use an electric drill to screw threaded rod into Ny-rod and plastic clevis's. It makes a hard

job easy and fast!

Like to scratch build? One good way to save some bucks is to scratch build from an existing kit. It takes very little extra time to cut out another plane using the kit parts for patterns. Kind of a two (or more) for one deal! Beware of kits containing a lot of unobtainable or odd size wood.

Gluing plywood or hardwood with Epoxy? Make your glue joints twice as strong by drilling a series of 1/8" holes all over the surface to be glued. The Epoxy flows into the holes and actually "pins" the parts together when cured.

Want a good hobby knife? Check out the Olfa brand Multi-purpose knife. It's a handy retractable knife with Snap-off blades that can be replaced when used up. When the tip gets dull, just snap off the point and you have a new and very sharp point again.

Forget the expensive tools made to bend brass fuel tubing. All you need is a length of heavy Weed-Eater line. Insert the line in the brass tubing and bend away. It will prevent crushed tubing and works better than the expensive tools I have tried. For even easier bends, anneal the brass tubing first by heating red hot and quenching in water.

Make a "rib squaring tool" to speed up wing construction. A piece of plywood with a 90 degree slot cut in one edge works great. To use, just place over the rib and hold flat on building board while gluing rib to spar.

A wood paint mixing stick from the paint store makes a handy sanding tool. Stick fine and coarse sandpaper to each side

with 3-M adhesive.

36" and 48" aluminum rules make excellent straight-edges for trimming wing sheeting, etc. Make them even better by drilling a series of very small holes every few inches. Now you can pin the rule to the wood to prevent slips while using them for a cutting guide.

Don't try to mix Mono-kote with other brands of covering. Mono-kote shrinks at very high heat, while all other brands shrink (and melt) at a much lower temperature. Sooner or later you will want to re-shrink your covering and may find your trim melting before the Mono-kote tightens up.

Prevent "banana" shaped fuselages by spraying the sides with household ammonia before pulling the tail together. The ammonia softens the wood and causes it to warp away from the wet side. In some cases, the sides can be warped enough to prevent any bending force needed at all. The same trick works great on wing sheeting as well.

Remove (don't fill) dents and dings in wood by spraying Windex or ammonia on the dent. The moisture will swell the crushed wood fiber back up. By the time it's dry, the dent is gone! You can speed things up by using your heat gun or iron.

Go over your finished airframe just prior to covering with your heat gun on "Flame Thrower" setting. The heat will dry out moisture in the wood and prevent bubbles under the covering later on.

FLY SAFE RLB

HOW TOO: BUY A BETTER NOSE GEAR

Do you buy props by the dozen, Bucky? Have grass stains on the bottom of your airplane? Maybe it's not your landings that need work. It could be that old, tired nose gear that's causing the problem. Most Tri-gear planes come with a music wire nose gear. With most, the temper is not all that it could be to ease the job of coil winding. As such, after a few less than perfect landings and a crawl-dad hole or two, the spring loses its spring!

It's safe to say that if you have ever had to bend your nose gear back into shape, it's lost its set, and it's time to replace it. As long as you are going to replace it, why not replace it with something better? Why not indeed!

Perhaps the first step up in quality would be the Carl Goldberg #272 nose gear strut with adjustable axle. As far as single strut nose gear go, the Goldberg is by far the best there is. They are chrome-plated, and apparently are re-tempered after the coil is wound. At any rate, you won't bend one without really trying, and the price is right at around \$2.50 each.

If you want the ultimate in nose gear reliability and shock absorbing quality, then there really is only one choice. The Fults Tooling Company's Dual Strut nose gear is the only way to fly (or land, as the case may be)! This sucker is made out of industrial strength wire and comes in sizes to fit almost anything up to a Quadra-powered 1/4 scale.

In the normal .40-.61 sizes, the main shaft is made from 3/16"

spring steel. From there it turns into dual 1/8" or 5/16" struts with coil springs on each side. A separate 5/16" axle is locked into the machined ends with 6-32 set screws. Also included are two Nylon bearing blocks designed to outlast the firewall you bolt them to. While expensive, you may find the Fults gear will pay for itself in broken props.

Why not up-grade your tired old nose gear wire now, and save yourself some trouble (and props) later on?

FLY SAFE RLB

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MASA (Mid-America Soaring Assoc.)

MASA is the Mid-America Soaring Association. This is a group of guys who love gliders and soaring, in eastern Kansas and western Missouri. There are no dues; \$3.00 per year pays for mailings. If you have interest in gliders and would like to have more information, you can contact Mike Weinsaft at 843-3052. There is glider flying every Saturday morning at the Longview Lake Flying Field in Kansas City.

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A T T E N T I O N

C L U B

M E M B E R S

Changes to the Constitution that were discussed in the April meeting will be voted on at the May meeting. If you want to have input on these changes, please attend the May 19, 1990 meeting.

CAPITAL CITY RC CLUB FUNFLY

June 23 & 24 (Sat. & Sun.)

Start Time: 8:00 a.m.

Directions to Event:

Highway 75 south to 77th St., then 1 mile west.

Entry Fee: \$5.00 (one day)
\$8.00 (two days)

Each day is a separate funfly.

Events:

- Touch-and-Go
- Limbo
- Spot Landing
- Free Style
- Bomb Drop
- Three Loops and Rolls

Sponsored by: Topeka Jaycee's

The proceeds go to Cerebral Palsy Ranch, Augusta, Kansas.

For more information, contact:

John Spurgeon - 273-2018
Larry Clapsaddle - 267-5932

REFRESHMENTS AVAILABLE

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WARNING--A PLANE IS NO GOOD AS A LAWN MOWER!

By Brett Bennett

An unusual problem developed the other day at the field that I thought others might find interesting. The field's grass was uncomfortable high and uneven making take-offs questionable and landings a 'nose-over' job, but not completely impassable. As the OLD joke goes, with each taxi and take-off roll, I'd cut some of the grass and maybe make the field usable again. So I pushed on.

After several flights my Sig Kougar became more and more erratic while flying. But I couldn't put my finger on exactly what was wrong. Thinking something possible wrong with my radio I did range checks, looked over surfaces, push rods etc. Nothing could be found to be wrong so I put it up again. This take-off almost cost me the plane!

Every time I would give up-elevator I got a UNEXPECTED strong left roll. You can imagine the difficulty this caused during climb-out. After getting control back, I gained altitude and tried pulling a quick loop. The Kougar did the prettiest 'cork-screw' roll you've ever seen. Level flight was fine and very gentle maneuvers were OK too. Thinking I had lost all ability to fly I called to Darrel Cordle to come over and try it. Much to my relief it did the same crazy left rolls for him too. We brought the plane in and studied it again.

To make a long story short, no one present could see anything wrong with the wings, fuselage or control surfaces. The only thing on the plane abnormal was the rather heavy coating of grass stain build-up on the left wing.

Darrel murmured "LEFT WING....LEFT ROLL." That's when the light went on in Darrel's head. He suggested, all the while questioning his own theory, that I clean the grass off the wing. With nothing to lose, I cleaned the wing thoroughly and prepared myself for another difficult take-off. Whaa-La! Take-off was normal and Kougar flew perfectly again!

The grass that had blown up on the left half of the wing had apparently significantly reduced the stall speed of that half of the wing. Thus when rapidly climbing the left wing lost lift, and the plane rolled left.

The moral of the story is when your plane is required to double as the grass-mower, keep your wings as clean as possible between flights. Otherwise you might lose a plane and never really know why.

Oh and my MANY MANY THANKS to Darrel for solving the problem.

BB

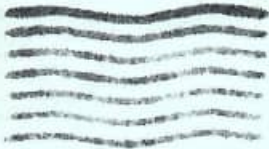
3500 SE SHOREWOOD
TOPEKA, KS 66605
APRIL 21, 1990

TO: RICHARD BALLARD, PRESIDENT
JAYHAWK MODEL MASTERS

DEAR RICHARD,

IF YOU HAVE RECEIVED THIS LETTER BY "KADET" EXPRESS AIR MAIL, THEN YOU KNOW THAT WE HAVE COMPLETED THE FIRST HALF OF OUR ATTEMPT TO FLY NON-STOP FROM TOPEKA TO LAWRENCE AND BACK. THE CAPITOL CITY R/C CLUB WOULD LIKE TO EXTEND BEST WISHES TO THE JAYHAWK MODEL MASTERS. IT WAS YOUR ATTEMPT LAST FALL THAT INSPIRED US TO MAKE THIS ATTEMPT. WE WOULD LIKE TO WISH YOU THE BEST OF LUCK WITH YOUR PLANS TO MAKE THIS TRIP.

ALSO, I WOULD LIKE TO TAKE THIS OPPORTUNITY TO TELL YOU ABOUT THE UPCOMING FUNFLY THAT THE CAPITOL CITY R/C CLUB WILL BE HOLDING JUNE 23rd & 24th. THE FUNFLY WILL BE COSPONSORED BY THE CAPITOL CITY R/C CLUB AND THE TOPEKA JAY CEES. THE PURPOSE OF THE FUNFLY IS TO RAISE FUNDS FOR THE CEREBRAL PALSY RANCH FOR CHILDREN WITH CEREBRAL PALSY. THERE WILL BE SIX EVENTS WITH A WINNER EACH DAY IN EACH EVENT. THERE WILL ALSO BE A GRAND PRIZE DRAWING EACH DAY. EACH DAY WILL BE A SEPARATE EVENT SO THOSE WHO CAN COME ONLY ONE DAY WILL NOT BE AT A DISADVANTAGE.



BEST REGARDS,

DON THUN, PRESIDENT
CAPITOL CITY R/C

UPDATE:
AFTER THIS LETTER WAS DELIVERED THE KADET
HEADED HOME ONLY TO RUN OUT OF GAS 4 MILES
FROM THE RUNWAY AT TOPEKA.

