

JAYHAWK MODEL MASTERS NEWSLETTER

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A . M . A . CHARTER #2013

ISSUE DATE: June 9, 1990

NEXT MEETING: June 16, 1990; DAYS INN MOTEL; 8:30 a.m.

MEETING MINUTES

May 19, 1990

Richard called the meeting to order. Dave Plamann won the door prize. Richard reported there is \$858.54 in the treasury.

The Clinton Lake Clean-Up was a big success. It was four times bigger than the first one seven years ago. The Clean-Up Committee placed an ad in the Journal World thanking everyone for their help.

There was discussion about upgrading Conquest and FGK Futaba radios to narrow band for 1991.

The Club voted to prohibit odd channels at the field. Please take note of this when ordering your new radios or if you have visitors coming into town.

The Constitutional Amendments were voted on. Chuck Hardman made the motion to approve them as written

and Don Miller seconded it. The vote passed.

The Club voted June 17th as the next Fun Fly date.

The meeting was adjourned. June's door prize will be a metered Ni-Starter and Charger from ACE R/C.

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Club T-Shirts should be available at the June meeting, so please bring money if you want them.

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David Norris tells me he has a giant roll of wax paper and is willing to share it with the Club. If you would like some, bring an empty Monokote tube or such to roll it on. Sounds like a good deal to me!

RLB

SPRING FUN FLY 1990

DATE: SUNDAY, JUNE 17, 1990
TIME: SET-UP STARTS AT 8:30 A.M.
FIRST EVENT AT 10:00 A.M.
COST: \$2.00 PER EVENT OR \$10.00
FOR ALL SIX

GENERAL RULES

- A. Flying over the pit area, spectators, or parking lot/road will result in a zero score for that event.
- B. Strict radio procedures will be in effect. Take your radios to the impound table upon your arrival at the field.
- C. All events will be flown with the same aircraft unless it is damaged beyond repair during the Fun-Fly, in which case a substitute aircraft may be flown.
- D. Any damage to an aircraft other than a broken prop or bad glow plug disqualifies the aircraft for that event. The pilot may fly a substitute aircraft after the contest officials rule that the primary plane is damaged beyond repair.
- E. Landing outside the runway boundary results in a zero score for that event.
- F. Judge's and safety officer's decisions are final.
- G. In case of disagreement, refer to Rule F.

1990 SPRING FUN-FLY

JAYHAWK MODEL MASTERS
CLINTON INTERNATIONAL
MODEL AIRPORT

1. BOMB DROP

Each pilot will be allowed 2 passes. Closest to the mark wins. If engine quits after first bomb is dropped, then pilot cannot restart engine. Pilot must stand in pilot box.

2. LIMBO

Each pilot will be allowed 3 passes. Pilot chooses which heights he wants. After approach to runway is started, that pass will be counted, even if aborted. Pilot must stand in pilot box.

3. DEAD STICK HIT THE SPOT

When pilot is ready, he will stop engine and make a dead stick landing. *Closest to spot wins.* Distance will be from center of spot to spinner or prop nut. Pilot must stand in pilot box.

4. TIN MAN

Pilot will take off and do 3 rolls (aileron rolls only; snap rolls will not be counted), 3 loops and land. Quickest time wins. Pilot must stand in pilot box.

5. BALLOON BUST

Balloons will be elevated on the runway. Pilot will try to hit the balloons and bust them. Each pilot will be allowed 3 passes and must stand in pilot box.

6. NUT RACE

Pilot will take prop and nut off engine. At starter's signal, pilot

will run across runway with prop nut balanced on the end of the prop, put prop and nut on engine and start engine. Quickest time wins. Must have second holding tail of plane.

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CLUB QUESTIONNAIRE RESPONSES

Out of 48 members, I received 13 replies (27%). Here are your ideas.

1. Are you happy with the Club?
Yes (13 votes = 100%).

2. Dues are: too high (1 = 7%); too low (2 = 15%); just right (10 = 77%).

3. Are you happy with safety at the field? Yes (10 = 77%); Yes, but (1 = 7%); ? (1 = 7%).

4. Happy with rule enforcement? Yes (8 = 62%); Yes, but (3 = 23%); no comment (2 = 15%).

5. Happy with instructor's help? Yes (8 = 62%); no comment (4 = 31%); Yes, but (1 = 7%).

6. Main interest: Flying (12 = 92%); Learning (3 = 23%); Building (7 = 54%); Other (0).

7. Meeting schedule is: Good (10 = 77%); Bad (1 = 7%); Would rather start later (1 = 7%); Would rather meet evenings (1 = 7%).

8. Meeting format is: Good (12 = 93%); Haven't been to a meeting (1 = 7%).

9. Do you read the newsletter? Yes (13 = 100% or 27% depending on how you look at it!).

10. What would you like to see in the newsletter? Good the way it is now (8 = 62%); more tips & how too's (1 = 7%); proof reading (1 =

7%); more "for sale" ads (1 = 7%); no comment (2 = 15%).

11. If you could change the field? Hard surface runway (1); parking by pits (2 = 15%); better crowd control (1); make smoother (1); no comment (3 = 23%); no change (1); rest rooms (2 = 15%); improve drainage (1); make softer (1).

12. Where could we best spend our money? Photo directory of club members (1); save it for unforeseen needs (2 = 15%); well spent now (2 = 15%); advertising (1); no comment (5 = 38%); field improvement (2 = 15%); rest rooms (1); helping people get started (1).

13. Should we do more community service work? No comment (2 = 15%); Yes (4 = 31%); Maybe (3 = 23%); No (4 = 31%).

14. What would you do differently as a club officer? Nothing (5 = 38%); No comment (8 = 62%).

15. If I could change anything, I would: No comment (8 = 62%); No change (4 = 31%); Parking by pits (1 = 7%).

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17 WAYS TO KILL A MODEL CLUB:

(Here is a reprint from a newsletter (Flight Line) of the SPARKS, Frank Moffat, Editor.)

1. Don't attend meetings, but if you do, always be late.

2. Be sure to leave before the meeting is over.

3. Never have anything to say at the meetings; wait until you get outside.

4. Be sure to sit at the back so you can talk with other members.

5. When at meetings, vote to do

everything, then go home and do nothing.

6. The next day, find fault with the officers and other members.

7. Take no part in the club affairs.

8. Get all the club will give, but don't give the club anything.

9. Never ask anybody to join the club.

10. At every opportunity, threaten to quit, and try to get others to do likewise.

11. Talk cooperation, but don't cooperate.

12. If asked to help, say you don't have time.

13. Never read anything pertaining to the club.

14. Never accept any office, as it is easier to criticize than to do things.

15. If appointed to a committee, never give any time or service to the committee.

16. When it is time to renew your membership, be late paying your dues.

17. Don't do any more than you have to, and when others willingly and unselfishly use their ability to help the cause, howl because the club is run by a clique.

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Many of the club members are not aware that there is a video library that consists of R/C and video magazines and other interesting tapes. If interested in seeing what is available and borrowing these tapes, contact Bill Elkins.

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INSTRUCTORS LIKE TO FLY TOO!

How often have you seen one of the club instructors or one of the "old pro" pilots come out to the field to go flying and not get to? Unfortunately, it happens often. The problem is that instructors and "old pros" like to help people or they wouldn't be instructors. What usually happens is someone (usually a beginning pilot, but sometimes not) comes to the field with a plane half put together and expects someone to help him get it ready to fly.

Another example is the pilot that only half-way does the job of hooking up the controls, installing the tank correctly, or aligning the nose wheel for good ground handling while he has the tools and parts at home. It's not unusual for one "old pro" to work on someone's plane all afternoon and get it going good enough for a couple of flights. He will then usually make some suggestions on things that need to be fixed by the owner at home to make the plane right.

Next weekend we see the same plane with the same problems back at the field with some other instructor or "old pro" wasting his flying day trying to fix the same things. Sometimes we even see the same "old pro" working on it again! It just goes to show that modelers have more patience than mere mortals, or we would have a higher murder rate at the flying field!

We all expect to find problems on a new airplane the first time out. It's also not unusual to have to make minor repairs and adjustments from time to time. Otherwise, we wouldn't have our flight boxes overloaded with tools and parts. Working on planes and building them

is half the fun for most of us. I find it more fun in the comfort of my workshop than I do kneeling in the mud while everyone else is flying!

The "New Airplane Check-List" has been in the newsletter before. Also, we send them to every new member along with their club card and safety rules. A lot of the problems (and some crashes) could be avoided at the field if people would take the time to use them on new and re-built airplanes. I use them and I wrote them! It's fairly easy to forget a servo arm screw or a range check when you are trying to get to the field for the first test flight.

A good question to ask yourself on a new or re-built plane is this, "If this were a full-size aircraft, would I fly in it?" If your answer is "No" because of some problem you are aware of, then don't bring it to the field! Fix it right while you are at home and have the tools, parts, and adhesives to do it with. To do less is a disservice to the other people you fly with!

FLY SAFE RLB

GLUES

Reprint from April 1990 FLY-PAPER newsletter (Pittsburgh, PA). Bob Neitzke, President of Tri Valley R/C of South Bend, Ind., used a tension meter to measure the breaking strength of several joints of spruce that he joined with various glues. Here are his results.

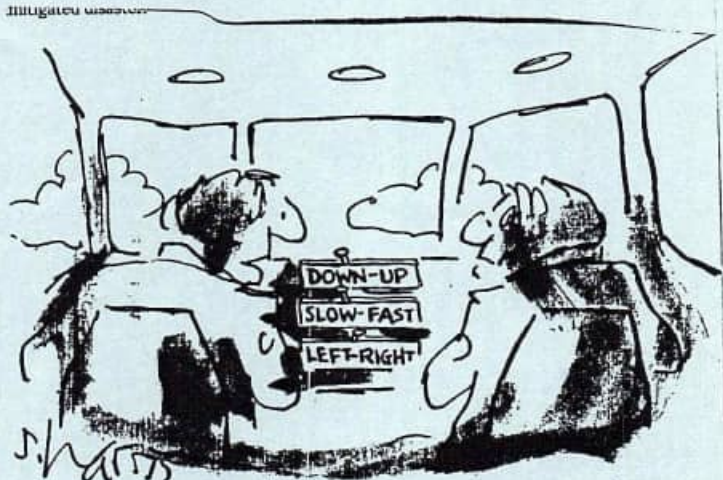
<u>Glue Type</u>	<u>Breaking Strength</u>
Ambroid	2.42
SigMent	3.44
Weld Wood	4.82
Thick CA	5.66*
15 Min Epoxy	6.50*
Thin CA	6.54*
5 Min Epoxy	7.58*

The first three were the weakest glues as they could not hold the joint. The four strongest (marked with an *) all made a joint that was stronger than the wood, for it was the wood that broke, not the joint.

Propeller Safety Instructions
IMPORTANT
Instruction and Warning Sheet

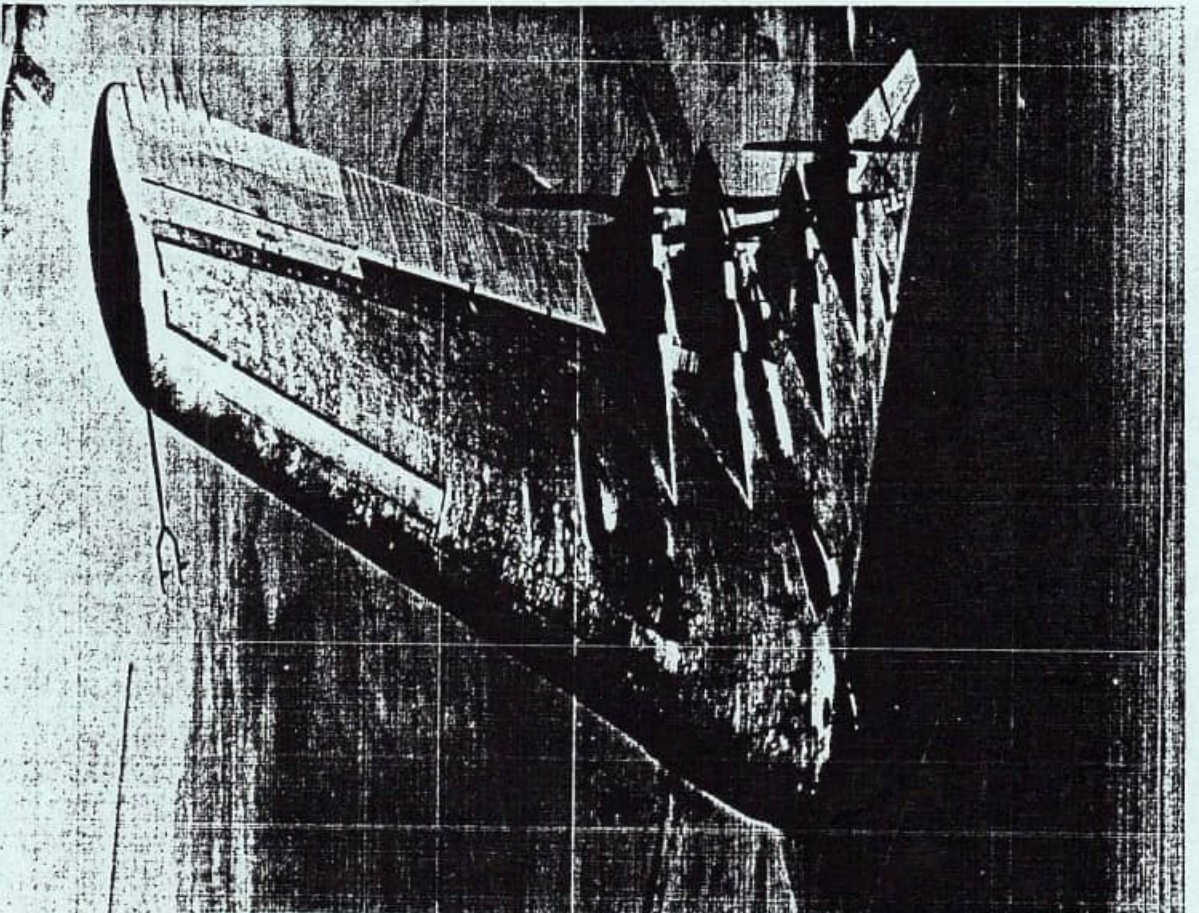
1. Select correct propeller size, following engine manufacturer's recommendations.
2. Before using, remove any flash along the edges of the propeller by scraping with a sharp knife.
3. Install propeller using the correct nut and washer with the airfoil side forward and securely tighten with a wrench. Recheck after each flight.
4. Use a "Chicken Stick" or electric starter to start engine, then make all adjustments from behind engine.
5. Keep spectators at least 20 feet away from and out of the path of a rotating propeller.
6. Wear safety glasses and hand protection when operating model engines. Do not permit any objects to touch a turning propeller. Remain clear of propeller arc.
7. To stop engine, cut off the fuel supply or in accordance with manufacturer's instructions. In any case, DO NOT stop the propeller with your hand or other object.
8. Inspect the propeller after each flight. Discard any propeller that has nicks, scratches, or any other visible defect. DO NOT repair, alter, or in any way modify a propeller.
9. We strongly suggest that propeller tips be painted in order to increase visibility while turning.

WARNING
A ROTATING PROPELLER CAN CAUSE SERIOUS PERSONAL INJURY. FOLLOW THESE INSTRUCTIONS CAREFULLY.



"Think you can handle it?"

Air & Space June/July 1990



Though its aerodynamics were much less daring than its appearance suggested, Jack Northrop's futuristic XB-35 flying wing evolved into the jet-powered YB-49 and, years later, the B-2 bomber.