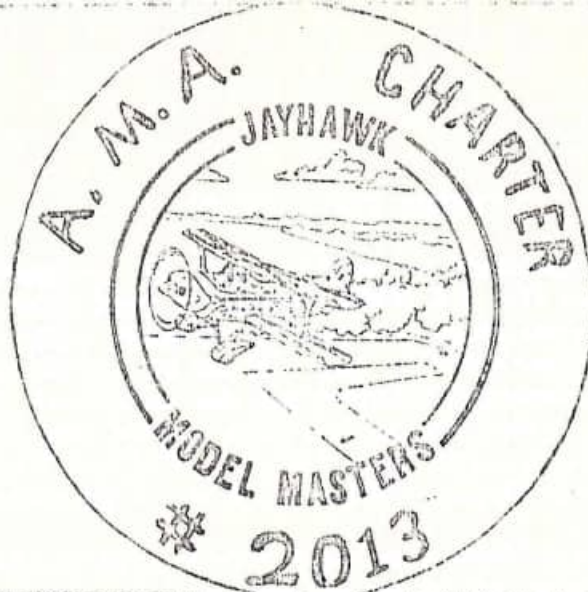


NEWSLETTER OF THE

JAYHAWK MODEL MASTERS
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ISSUE DATE: July 7th 1989

NEXT MEETING WILL BE:

DATE: July 15, 1989

TIME: 8:30 AM

PLACE: All Seasons Motel, The Greenery for breakfast

Last Months Meeting

Many thanks to Harlan R. Price for the fine job he did escorting us through the Combat Air Museum in Topeka. Harlan was an Air Combat pilot a few years back and really knew his stuff when it comes to B-24s & B-25s having flown them. Those of you that didn't make it should try to get over sometime soon. Ask for Harlan Price if you have questions. You'll be glad you did. Thanks for the memories Harlan.

(Harlan..... If your really interested in getting that wing cleaned out, we may have an idea or two on the subject. Give us a call!

New Zip Codes

In order for us to keep getting the Newsletter to you in a timely way. We need to update our membership list as far as the new Zip Code changes. Please, if your Zip Code has changed, let us know as soon as possible. The meeting this Saturday would be a good time to take care of it.

Reminder To New Pilots

For your own safety, as well as the safety of others also at the field. (Not to mention the safety of your plane) We ask that if your not feeling comfortable with the way your plane flew the last time you were at the field, or your don't feel you can land without wiping out 10 people. DON'T put the plane back into the air until it has been repaired, and checked out by someone with some experience. AND Don't simply take off assuming someone will be there to land it for you. ASK QUESTIONS FIRST. ASK FOR HELP FIRST. Because we want you to continue to fly.

D.P.

SPRING FUN - FLY 89

Our club fun-fly was held on Sunday, June 25. In spite of a low turnout by club members and rather HOT and HUMID weather a good time was had by all. It was great to see new fliers like Jerry Lee and Tim Bruewer enter and win in some events. Also impressive was the high level of skill shown by all of the pilots. Gone are the days of an "easy win" as everyone entered had the potential of being a winner.

Only two serious crashes marred the days events when Geoff Bradys Sporster went in on take-off and later when Dave Rosin stuffed his FoxBat to keep it out of the parking lot after an engine flame-out at an inopportune time. Good thinking and flying Dave!

During intermission Richard Ballard flew a demo flight with his A-26 Invader twin. Like something out of an old war movie. Awsome! The following is a list of winners from the days events:

Bomb Drop = 1st. Ballard, 6'5" 2nd. Shepard, 22'2" 3rd. Bruewer, 38'6"

Loops = Puckett, 20 Shepard, 17 Ballard, 16

Hit the spot = Shumate, 1' Lee, 11'3" Elkins, 11'5"

Ballon bust Shumate, 1 "Bump" (No breaks or 2nd. or 3rd. place)

Climb and Glide Puckett, 4:23 Cordle, 3:30 Shepard, 3:17

Limbo = Elkins, 8pts. Ballard, 6pts. Puckett, 6pts. (Coin toss went to Ballard)

WINNERS OF THE LEE RENAURD MEMORIAL FOR OVER- ALL POINTS WENT TO:

GOLD = TOM PUCKETT

SILVER = RICHARD BALLARD

BRONZE = DENNIS SHEPARD

Way to go guys! Now if we could only figure out a way to get the rest of the club to join in the fun we would have it made!!!

CRASH'M AND TRASH'M

Just a reminder to everyone on the importance of FINDING ALL of the remains of a crash (Should you be so lucky) while flying at Clinton. As you are aware, we share our lease with a farmer who hays the surrounding grass and farms the fields to the east of our flying site. Consider the following: You crash your plane and after checking out the smoking hole decide the plane is a write-off. You salvage the engine and most of the radio equipment and hardware at the crash site. The only thing is you can't find one main gear w/wheel attached. After a short search in the tall grass you decide it isn't worth the trouble and forget it! No problem, right?

WRONG! Six months later our friend the farmer is out mowing his hay and finds your main gear wire w/wheel attached. The only problem is he finds it sticking out of a 1000 lb. fluid filled tractor tire! After losing most all of a days work and all of a \$100 dollar bill getting the tire fixed our friend the farmer isn't our friend anymore! Can you blame him?

Please remember this little story the next time you crash. If it didn't grow there it shouldn't be there when the farmer gathers his crop! RLB

SPORT ENGINE TESTS

The following engine test data has been collected from the last couple of years of R/C Report. Thanks to Gordon Banks and his staff for presenting useful engine test data for the average modeler. Lets face it, A test on the latest O.S. 5 cylinder radial is nice but after 5 or 6 tests by all the "Big" R/C mags. it gets a little tiring. I mean after all how many \$1500.00 engines are you interested in buying anyway?

What follows are condensed R.P.M. and idle speed results as well as weight of many of the engines you are likely to see at our field. Check it out!

MAKE & MODEL OF ENGINE	WEIGHT IN OZ.	IDLE SPFED	9-6 PROP	10-6 PROP	11-6 PROP	12-6 PROP
O.S. 35 FP	11.7	2200	12,200	10,800	N/T	N/T
ENYA .40BB SS	15.3	2100	14,900	12,400	11,100	9,100
O.S. .40 SF	16.2	2700	14,000	12,000	N/T	8,300
O.S. .46 SF	15.6	2400	14,800	12,600	N/T	8,800
S-T G-40	16.7	2300	13,100	12,000	10,500	N-T
ASP .40	15.3	2600	14,700	12,800	11,200	9,100
FOX .40 STD.	11.8	2200	14,500	12,600	11,300	9,300
FOX .40 Delux	13.1	2200	13,500	12,300	10,900	N/T
MAGNUM .40	11.0	3300	13000	11,500	10,200	8,300
K&B .45 Sportster	15.9	2500	15,300	13,000	11,600	9,500
ROSSI .40	17.8	2500	16,600	13,200	12,100	9,500
FOX .45	15.7	2400	14,900	13,100	11,700	9,700
ROYAL .45	15.8	2600	15,100	12,900	11,500	9,400
MAGNUM .45	15.9	2500	15,300	13,300	11,600	N/T
BLUE BIRD .46	14.1	2600	14,500	12,600	11,300	N/T
S-T G-49	16.4	2500	14,200	12,500	11,100	N/T
FOX .50	15.5	2400	14,900	13,200	11,900	9,900
K&B .61	18.9	2400	N/A	13,900	12,400	10,600
K&B .65 SPORTSTER	20.8	2300	N/T	N/T	12,400	10,700

And by the way, I know this isn't as exciting as a Clarence Lee report in R/C Modeler but you can afford to buy one of these engines!!

R.L.B.

GARFIELD

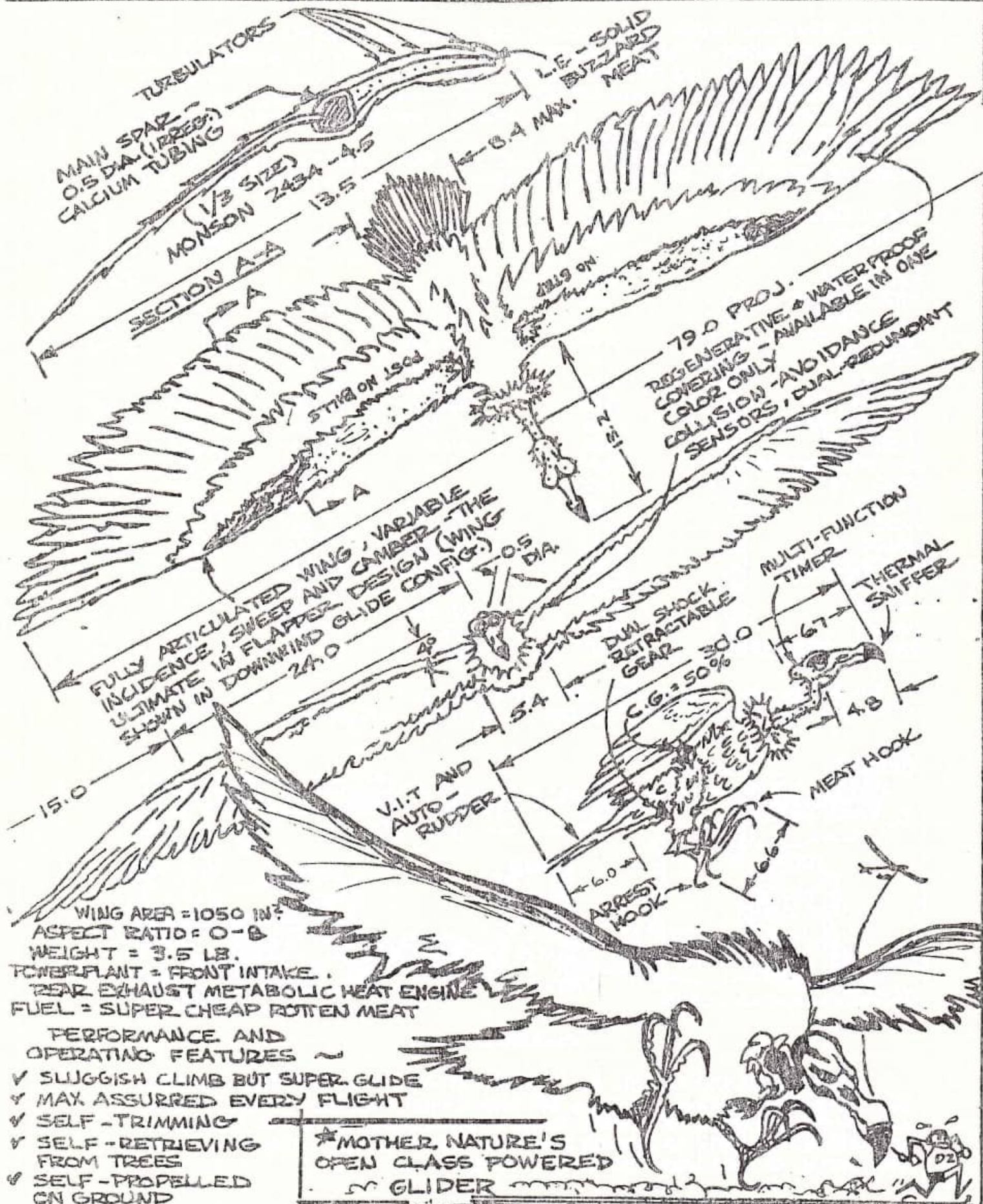


The Latest In R/C

New aircraft come and go, but I think the design on the following page will be around a while. In fact, its been around already. Thanks to Nate Ericson for the copy, as Im sure he was reluctant to give it up, thinking he would be the first to scratch build the flying wonder. After all, we all know who'll be the first, don't we Richard!!

Artist; Don Zipoy

Borrowed From "The Bat Sheet" (Strato Bats)



WING AREA = 1050 IN.²
 ASPECT RATIO = 0-8
 WEIGHT = 3.5 LB.
 POWERPLANT = FRONT INTAKE,
 REAR EXHAUST METABOLIC HEAT ENGINE
 FUEL = SUPER CHEAP ROTTEN MEAT

- PERFORMANCE AND OPERATING FEATURES ~
- ✓ SLUGGISH CLIMB BUT SUPER GLIDE
 - ✓ MAX ASSURED EVERY FLIGHT
 - ✓ SELF-TRIMMING
 - ✓ SELF-RETRIEVING FROM TREES
 - ✓ SELF-PROPELLED ON GROUND
 - ✓ WINGS FOLD FOR EASY STOWAGE (IN CAGE)

★ MOTHER NATURE'S
 OPEN CLASS POWERED
 GLIDER

HOW TOO: FUEL TANK SET-UP

A fuel tank seems like a fairly simple thing. How is it then that we seem to have so many problems with them? What follows are a few suggestions on setting up a new tank to operate properly. In order for a tank to do its job, it must:

- A. Not leak.
- B. Have a vent system connected to muffler pressure.
- C. Be mounted in foam rubber to prevent vibration caused fuel foaming.
- D. Be plumbed with high-quality fuel line in good condition.
- E. Have a pick-up tube weight (Clunk) that is free to move around and follow the fuel during maneuvers.
- F. Be set with its center line even with the carb spray bar.

If the above conditions are all met, your tank will work without problems. Items A, B, C, & D are easily done, but we often seem to have problems with E & F. Lets take a look at these two requirements and get into a little more detail.

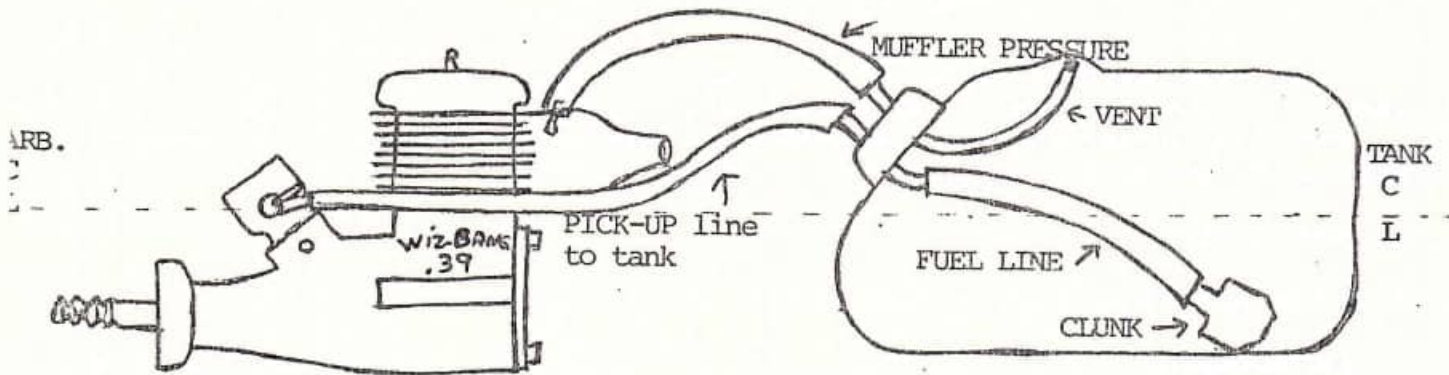
The "clunk" is the metal weight that goes inside the tank on the pick-up line. The end should stop short of touching the back of the tank by about 1/4" to 1/2" inch. This is to insure the clunk has room to move around and stay with the fuel when the plane banks, climbs, or flies upside down. Most people use the clunk style pick-up all the time and never have a problem. There is another way to do it however, and this method is almost 100% fool-proof, so we will look at it also.

The other type of pick-up is called a "clapper-clunk" set-up. The idea is the same but in this case a short length of 1/8" brass tubing is soldered to the "clunk" and this is connected to the plug pick-up tube by only a short length of fuel line. THE COMBINED LENGTH OF THE BRASS TUBE AND CLUNK MUST BE SLIGHTLY LONGER THEN THE WIDTH OF THE FUEL TANK. The idea here is to stop the "clunk" from turning around inside the tank and getting wadded up and stuck in one place. Since the "clapper-clunk" is longer then the tank is wide, it can't go anywhere except around the side of the tank as it follows the fuel. This is especially useful in trainers and aerobatic aircraft. If you have ever tied a half-hitch in your pick-up line while doing an avalanche, or wadded up the clunk line in a "controlled crash" landing you will recognize the value of the "clapper-clunk" set-up! It can take forever to figure out why your engine went sour when your clunk isn't clunking!

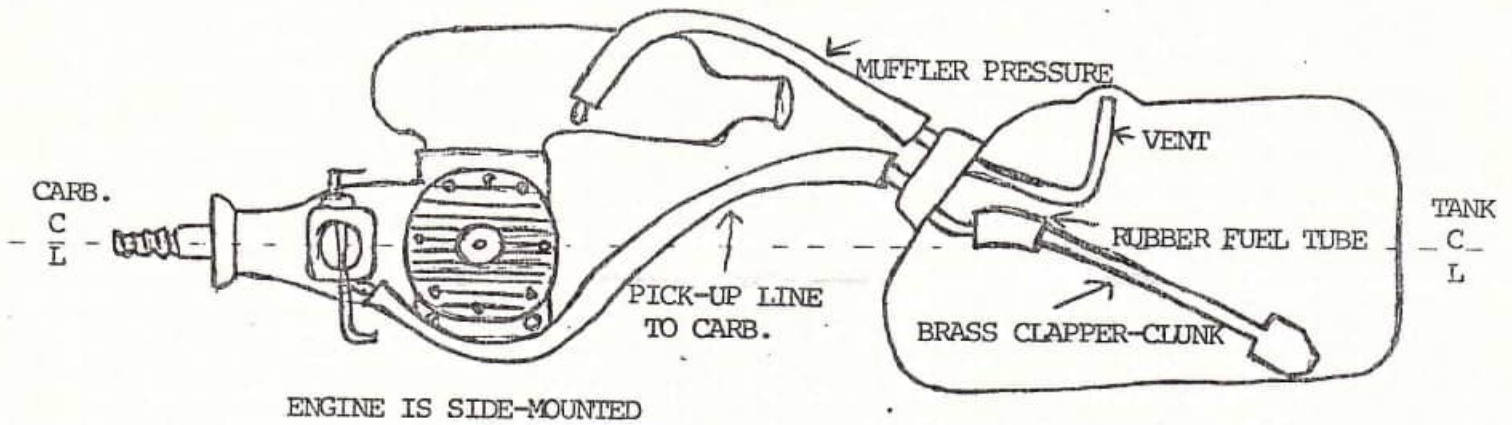
Item F, or setting the tank center-line even with the carb spray bar is often impossible due to aircraft design. All we can say here is that the closer you can get to this ideal position, the better your engine will run. If it turns out that the only place the tank will fit is below the carb center line, then expect your engine to go lean as the fuel is used up during a flight. It is worth the trouble to side-mount your engine if necessary to get the carb down to tank level.

Why not take a look at your present tank set-up and see if it meets all these requirements? If not, take the time to fix it right. A better and more consistant engine run will be the result. Then you can fly when you go flying, insted of working on your airplane!! FLY SAFE! RLB

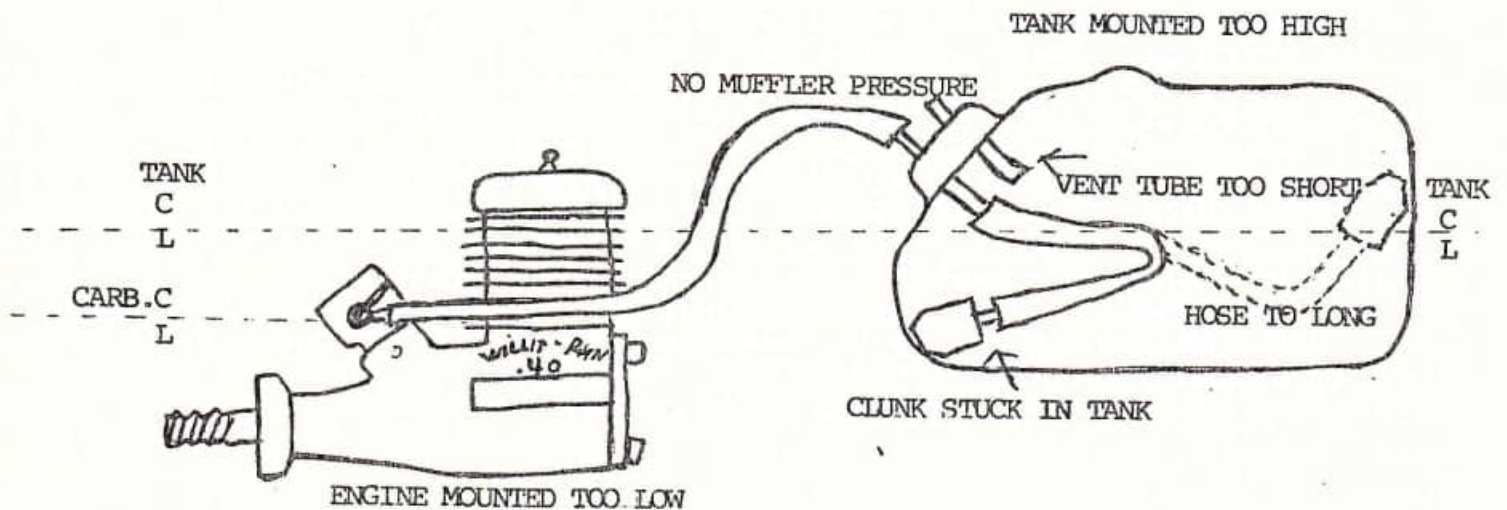
CORRECT CLUNK TANK SET-UP



CORRECT CLAPPER-CLUNK TANK SET-UP



INCORRECT TANK SET-UP





SAFE FLYING
NO ACCIDENT

A circular emblem is centered between the two lines of text. It features a stylized lightning bolt striking a bird in flight. The bird is depicted with its wings spread, and the lightning bolt is positioned to the right of the bird's body. The entire emblem is enclosed within a thick, dark circular border.



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.

