

NEWSLETTER OF THE

JAYHAWK MODEL MASTERS  
132 FLORIDA  
LAWRENCE KS  
66044

WELCOME TO  
NEW MEMBERS

BUD BURNS  
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DAVE PLAMANN  
913-842-1837

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RICHARD BALLARD  
913-843-8623

VICE-PRESIDENT  
BILL ANDES  
913-842-8650

FIELD SAFETY  
DARREL CORDLE  
913-749-4146

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ISSUE DATE: SEPT. 3 1989

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NEXT MEETING WILL BE: SATURDAY MORNING - 8:30 A.M.

**NOTICE** →

DATE: SEPT. 9th. 1989

PLACE: AT THE FLYING FIELD (WEATHER PERMITTING)

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NOTICE \* NOTICE \* NOTICE

THE SEPTEMBER MEETING HAS BEEN MOVED UP ONE WEEK TO SEPT. 9TH. (NEXT SATURDAY) in order to avoid conflict with Superbatics-89 at Forbes field in Topeka. Plans are to meet at the field for a work day (weather permitting). In case of rain or snow we will meet at the All-Seasons motel for breakfast as usual.

Some of the things we want to accomplish include:

hole filling, trash pick-up, workbench staining, and set pilot station blocks along the east pit area.

Bring your shovels, buckets, and trash bags and plan to fly AFTER the work is done!

#### FIELD BOUNDARIES

In this issue of the newsletter you will find a map of our lease area taken from our contract with the Corp. As many of you know part of our agreement states that we will not fly over the road or the parking lot for safety reasons. Please study this map and become familiar with our agreed overflight and safety zone boundaries.

CONTINUED DISREGARD FOR OUR LEASE AGREEMENT COULD RESULT IN THE LOSS OF FLYING PRIVILEGES AT CLINTON LAKE.

#### A.M.A. CARDS

Another very important part of our lease concerns insurance. For that reason we require either A.M.A. or private insurance coverage in the amount of 1 million dollars. We need your help in enforcing this requirement among non-club members who use the field. If you don't see a card in the pin board, ask about it! After all, it is your field and it would be a shame to lose it because of a non-club member who won't follow the rules.

K.C. AREA COUNCIL  
OF CLUBS-

August 23, 1989

Gary Dean Davis  
6920 N.W. 77th Terr.  
Kansas City, Mo. 64152

FALL FUN-FLY

Richard Ballard  
132 Florida St.  
Lawrence, Ks 66044

Dear Richard Ballard:

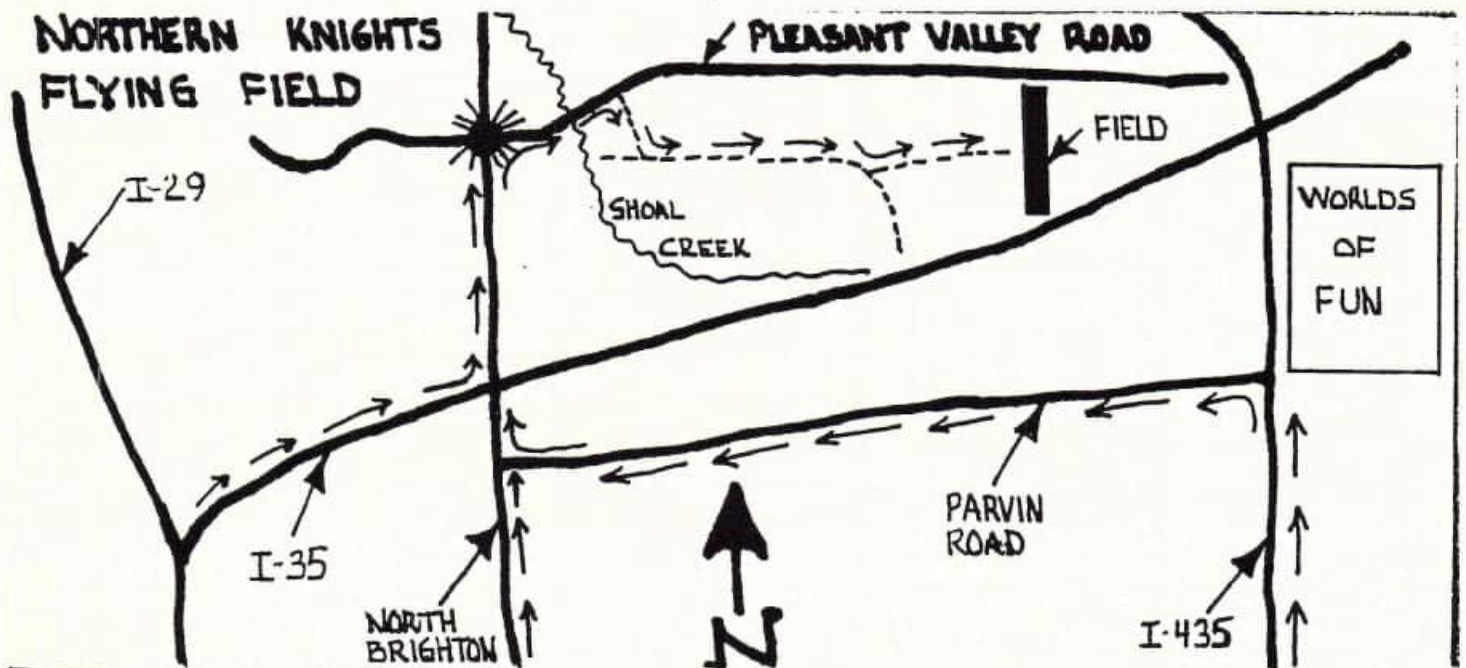
The council officers have met and have determined that the KCACA fall fun fly will be held Sunday October 15, 1989 with the Northern Knights as the host club. The event will start at 1:00 P.M. and run till dusk. This will be non-competitive event with food and beverages provided at a nominal cost; there will be drawings for RC equipment; there will be a portable restroom at the field; attached is a map with directions to the field; there will be a transmitter impound area with no illegal frequencies allowed and AMA license required.

Please inform your club members of this event so that your club will be well represented.

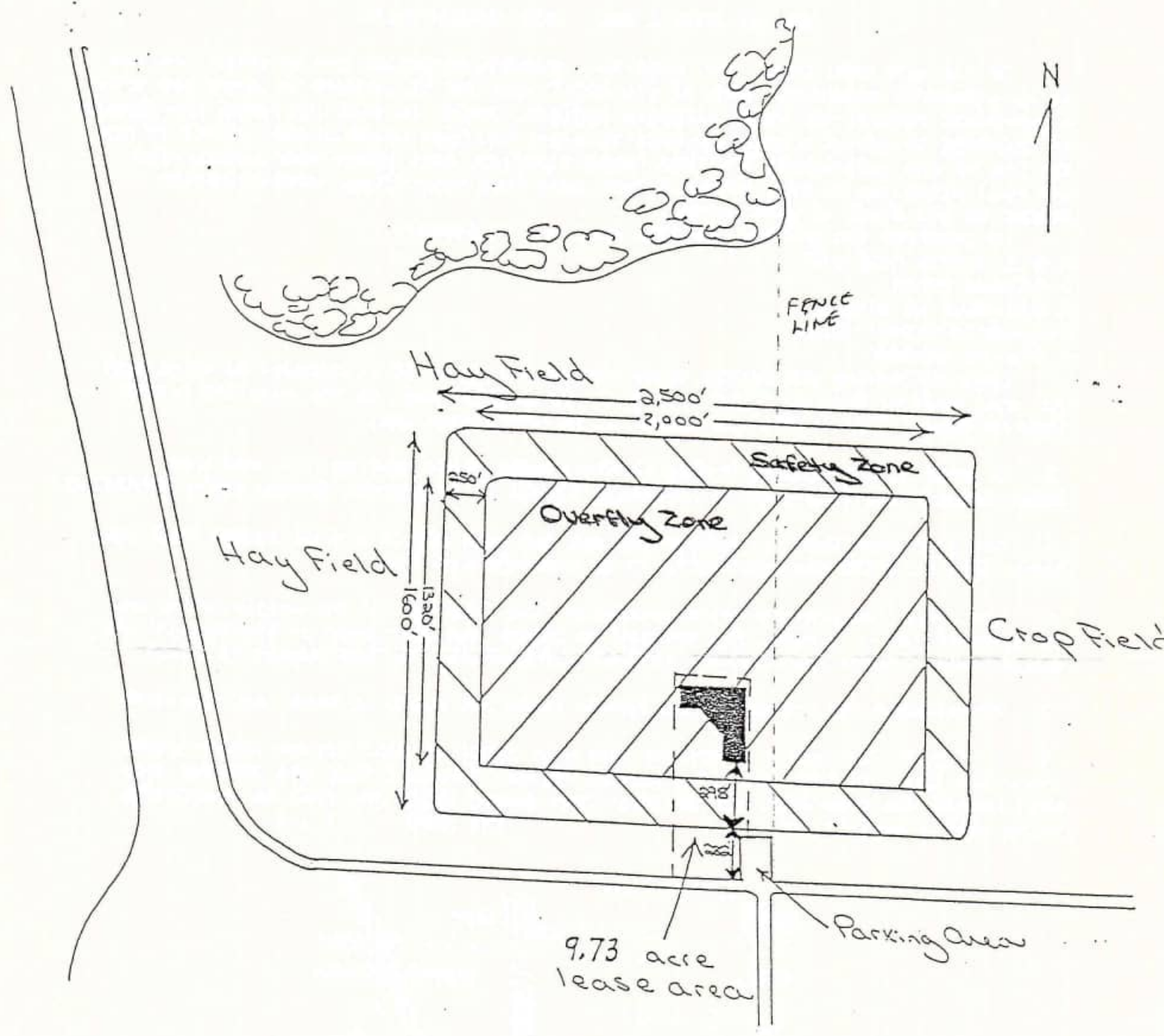
Sincerely,

*Gary Dean Davis*

Gary Dean Davis  
President, KCACA







9.73 acre  
lease area

0 165' 330' 495' 660' 825' 990' 1155' 1320'

## HOW TO: MAKE A HEX - HEAD NEEDLE VALVE

If you have ever stuck your hand in a running propeller you no doubt realize it is a painful experience. Even if you didn't get cut it is sure to leave you with a new-found respect for model airplane engines. Enough so that you dread the thought of reaching in behind a spinning prop to adjust the high speed needle valve! If you are one of the unfortunate few then here's a project that takes very little time yet will allow you to stay almost a foot away from that finger eating monster bolted to the front of your engine.

To complete the project you will need the following:

A 6-32 socket head bolt  
A propane torch  
A Moto-Tool or hacksaw  
Stay-Brite silver solder  
A file or grinder

1. Begin by taking the needle valve out of the carb. If it happens to be plated you will need to file or grind a flat on the knurled end. In any case it's a good idea to file a flat on the end anyway as we shall soon see.

2. If your engine uses an O-Ring on the needle valve (such as O.S. and some Super Tigres) you will need to carefully remove it to prevent damage while soldering.

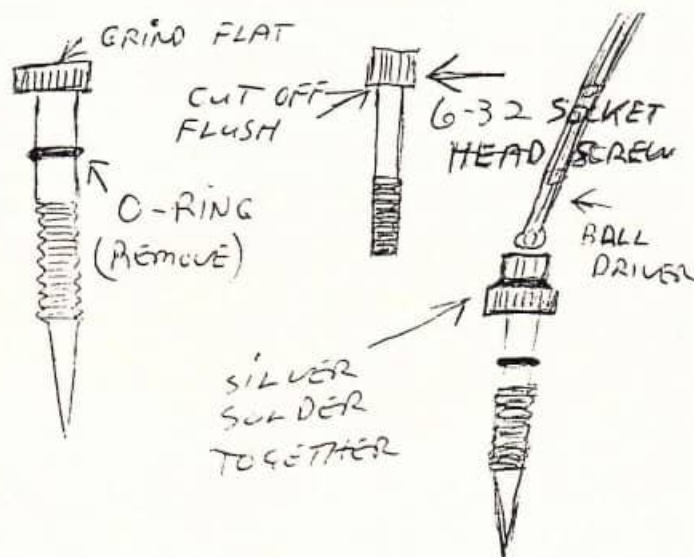
3. Use your Moto-Tool or hacksaw and cut the head off of a 6-32 socket head bolt. Again file or grind the end until it is straight and flat.

4. Now using the propane torch carefully "tin" the end of the needle valve and the base of the bolt head. Now proceed to solder the bolt head to the head of the needle valve. Allow the assembly to cool undisturbed. (DO NOT QUENCH IN WATER)

5. Re-assemble the O-ring to the needle valve and screw it back into the carb.

6. Go flying! But don't forget to take your Dubro #6 Ball Driver (That's right, the extra long one that fits your needle valve!) You will find you can now stay well behind the prop arch and far away from danger while you dial in your needle valve with a Ball-Driver.

FLY SAFE! R.L.B.





## 1990 CLUB CALENDARS

ORDERS ARE BEING TAKEN NOW FOR THE 1990 DC AVATION R/C SCALE AIRCRAFT CALENDARS. THESE ARE VERY HIGH QUALITY AND INCLUDE 12 OF THE BEST SCALE MODELS FROM THE SCALE NATIONALS THIS YEAR. DENNIS CROOKS (OF F-4 PHANTOM FAME) PRODUCES A LIMITED NUMBER OF THESE CALENDARS EACH YEAR AND IS ALWAYS SOLD OUT BY LATE FALL. IF YOU HAVEN'T ORDERED YOURS YET YOU NEED TO CONTACT ME A.S.A.P. TO GET ON THE ORDER. COST IS ONLY \$5.00 AND WORTH EVERY PENNY!

RICHARD BALLARD 843-8623

## CLUB HATS ARE BACK IN STOCK

WE NOW HAVE A GOOD SUPPLY OF CLUB BASEBALL CAPS ON HAND. COST IS \$5.00 EA. AND YOU REALLY NEED ONE! SEE RICHARD OR DARREL CORDLE TO GET YOURS!

## DID YOU HEAR THE ONE ABOUT

The little boy who was pulling his wagon down the street when all the wheels fell off? "I'll be damned!" said the boy as he put the wheels back on. A few blocks later, the wheels fell off again. "I'll be damned" the boy said again. A minister happened to be walking by just then and said "Son you shouldn't swear when something like that happens. What you should say is "Praise the lord".

The boy put the wheels back on, pulled the wagon a short distance, and sure enough, the wheels fell off again. "Praise the lord" he shouted and the wheels leapt off the sidewalk and reattached themselves to the wagon.

"I'LL BE DAMNED!" said the minister!

## FOX EAGLE I IIII UPDATE

A PHONE CALL TO FOX MANUFACTURING ON AUG. 31 BRINGS WORD ON THE PROGRESS (OR LACK THERE OF!) ON THE LONG AWAITED EAGLE I IIII ENGINES. LATEST ESTIMATES ON DELIVERY ARE PROJECTED FOR EARLY OCTOBER (THIS YEAR!).

"WHY HAS IT TAKEN SO LONG?" I ASK. THE PROBLEM WAS NOT WITH THE DESIGN OF THE ENGINE OR LACK OF PRODUCTION CAPACITY BUT RATHER A VENDOR PROBLEM WITH THE BEARING SUPPLIER. IT SEEMS THE BEARINGS WERE ORDERED FOR THE FIRST PRODUCTION RUN LAST FALL FROM A U.S. BEARING COMPANY. BUT THEY IMPORT THE BEARINGS THEY SELL AND THE FOX EAGLE I IIII AMERICAN MADE ENGINE BEARINGS ARE STILL ON THE BOAT FROM SOME OTHER EXOTIC LAND! SO MUCH FOR "BUY AMERICAN!"

FURTHER QUESTIONS AS TO AN EXTENSION ON THE A.M.A./FOX COUPON OFFER WERE MORE OR LESS UNANSWERED. I WOULD SUGGEST YOU GO AHEAD AND ORDER YOURS BEFORE THE NOV. 1ST. DEADLINE. IT'S SURE TO BE A REAL HORSE OF AN ENGINE WITH TYPICAL FOX RELIABILITY. BESIDES, WHAT ELSE CAN YOU DO WITH \$80.00 DOLLARS?

R. L. B.

CLUB FUN-FLY \*\*\* OCT. 22 \*\*\* DETAILS IN THIS NEWSLETTER



KILLER SPLINTERS FROM OUTER SPACE  
(and why the B-2 bomber costs so much)

I picked up some Bob Violet Carbon Fiber tape while I was in Ida Grove this year. I have been wanting to play around with the stuff for some time now but hadn't had a chance to buy any until now. Anyway after I got home with it I decided to try it out on a wing I was building. As it was all new technology for me I decided to read the directions (all three lines) for a change. It said I could cut it with scissors and glue it with epoxy or thin CYA. It all sounded pretty foolproof so I elected to go with Hot Stuff.

After sanding a 1/4"X.007" groove in the wing spar, I cut the Carbon Fiber to length and laid it in place. While holding it down with my finger (mistake #1) I applied the Hot Stuff (mistake #2) to the spar. The result was a puff of smoke and an instant bond just as I had hoped for. The only problem was that the Carbon Fiber was bonded to my finger and not bonded at all to the spar. Not only that but it was real hot! (My finger that is!)

After minor surgery with a new X-acto knife I was missing only the top layer of skin but more importantly, was able to save the Carbon Fiber for re-use. Not being one to let a little set-back like this discourage me, I decided to tape the sucker down at both ends and try it again without touching it. (mistake #3)

I shot the Hot Stuff on and smoked a couple of cigarettes, drank a cup of coffee, and cleaned the workshop. The Hot Stuff was still wet! It seemed the only thing left to do was press it down while applying a shot of Zip-Kicker (mistake #4). Again a puff of smoke and a flash of light (from the pain in my finger)! Right about then I remembered an article I had read in an old RCM about Carbon Fiber splinters. There was no doubt in my mind that I had been impaled by a Carbon Fiber filament.

I felt it go into the tip of my finger and was beginning to think it was going to come out my elbow when it broke off! This stuff is so strong that a single filament smaller than a hair is stiff enough to stick you like an ice pick. Attempts to remove it were futile as it was almost too small to see and broke off every time I touched it! Almost three weeks later a small chunk of my finger fell off and the Carbon Fiber was in it. (sort of like a Brown Spider bite!)

In all, it's been a worthwhile learning experience for me. You see, now I know why the B-2 Bomber costs so much. It's because half the workforce is on long-term disability with a Carbon Fiber splinter and the other half is glued firmly to a Stealth Bomber which is kept in a secret hanger somewhere in California!

FLY SAFE! R.L.B.

FALL FUN-FLY \*\*\* SUNDAY \*\*\* OCT. 22

Plans are underway for our fall fun-fly at this time. As those of you who attended our last meeting know, we promised to publish the events and rules in this newsletter. Unfortunately the fun-fly committee has been unable to meet and come up with anything in time for the newsletter deadline. We can assure you however that full details will be announced this Saturday at the Sept. meeting. See you there!

R.L.B.



## MID-AIR COLLISION KILLS 259 !

This headline in the news causes every one of us to flinch as we think of two aircraft hitting each other in flight. Why did it happen? Who knows! Most likely neither pilot ever saw the other plane until it was too late to avoid the accident. In most cases one aircraft was descending (as in a landing approach) while the other was climbing out of a take-off or just passing through the area.

It seems reasonable to assume that two pilots would not intentionally fly their aircraft into each other if they had a choice. Just as you would not ram your car into another head-on if you ever saw it coming. The bottom line is that there was no warning and a tragic accident happened.

In full scale aviation this is something for the safety experts and insurance people to ponder and fight over from now on! In model aviation it can be something we can control by following a few field rules, plus a couple of others you will have to enforce upon yourselves.

- A. No more than 4 planes in the air at one time!
- B. Fly on one run-way (With the same take-off and landing pattern) at all times. Get together with everyone and decide, then fly!
- C. Maintain a uniform flight path (depending on sun, wind, etc.) from the field.
- D. If another pilot is flying "close in and low" then you need to fly further out and higher to avoid danger.
- E. Don't get into a position where you are making the same "Head-to-Head" pass's at another plane on each turn-a-round. Go fly in another section of the sky for 15 sec. or so until you can get back into the traffic pattern with decent separation between planes.
- F. Avoid crowds! Don't fly when there are 20 other planes in the pits and everyone is trying to get in the air one more time before sundown!  
(This is a really good time to help someone else, or just watch what happens!)
- G. The thing to remember is that Mid-air's don't just "Happen". You have to help things along by flying when (or where) you shouldn't!

If you insist, I recommend that you pack a trash bag in your flight box. You are going to need it !!!

FLY SAFE RLB

## RULES OF ECONOMICS FOR THE LAYMAN

- A. IF YOU OWN IT, THE VALUE WILL GO DOWN.
- B. IF YOU WANT IT, THE VALUE WILL GO UP.
- C. IF YOU SIMPLY MUST HAVE IT, THEY DON'T MAKE IT ANYMORE.
- D. THE LARGE PRINT GIVETH.
- E. THE SMALL PRINT TAKEITH AWAY.

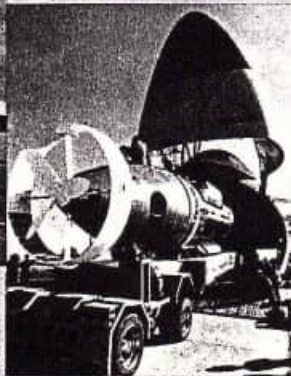




DEPARTMENT OF DEFENSE (3)



### How Big Is It?



Lockheed public relations director Robert Martin rolls his eyes and crosses himself when asked how many Ping-Pong balls a C-5 could carry. "I almost got fired for that once," Martin says. "We were cranking out all sorts of interesting size comparisons—Greyhound buses, Ping-Pong balls, football fields—when the word came down that Lockheed was trying to sell A Serious Aircraft, not something to make fun of." Nonetheless . . .

- A C-5's interior cargo compartment is as big as an eight-lane bowling alley and longer than the Wright brothers' first flight.
- The unused area in the C-5's tailcone, a warren of crawlspace and cables

behind the aft pressure bulkhead, is larger than the entire cargo area of a Lockheed C-130 Hercules—still the Air Force's standard tactical airlifter.

- The C-5 contains five miles of control cables and over 103 miles of electrical wiring.
- A C-5's fuel load would fill an average five-room house. The weight of the fuel alone is greater than the weight of a fully loaded Boeing 767-200 airliner.
- At 2,600 pounds, the paint on the exterior of a C-5 weighs more than a fully loaded Cessna 172.

- A C-5's 28 tires weigh over two tons, and the air that fills them weighs 181 pounds.
- Speaking of air, a C-5's air conditioners would have no trouble simultaneously cooling eight average three-bedroom houses.
- Seventeen C-5s could have flown the entire Berlin airlift—a job that required constant round trips by 308 prop-driven transports.
- Oh, yes, the Ping-Pong balls: 25,844,746 would fill a C-5's available cargo space, although their weight would be inconsequential. Make them golf balls and the airplane would be at its maximum takeoff weight with only 2,419,566 aboard.