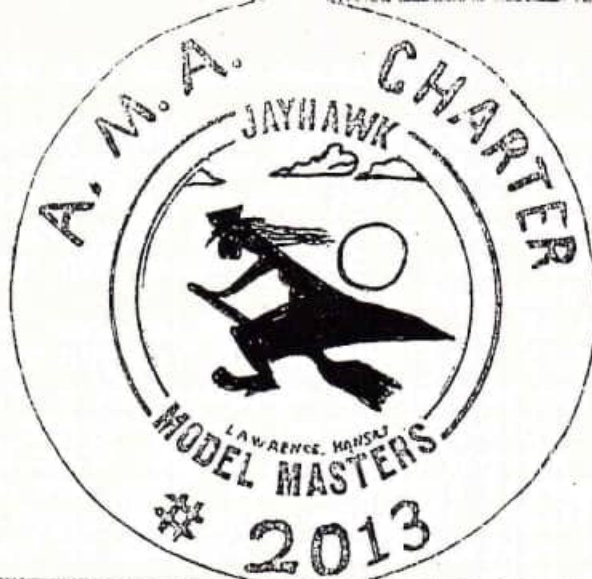


NEWSLETTER OF THE

JAYHAWK MODEL MASTERS  
132 FLORIDA  
LAWRENCE KS  
66044

HAPPY HALLOWEEN !  
HAPPY HALLOWEEN !  
HAPPY HALLOWEEN !  
HAPPY HALLOWEEN !  
HAPPY HALLOWEEN !



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ISSUE DATE: OCT. 14, 1989

NEXT MEETING = OCT 21, 1989 PLACE=ALL-SEASONS MOTEL TIME 8:30 A.M.

#### OCTOBER 21 MEETING AGENDA

Two very important subjects are on the agenda for the October meeting. First of all, its ELECTION TIME again. Come prepared to vote in new officers for the coming year. And while you are at it, think about running for office! We have a vast amount of untapped talent in the club. Lets think about using some of it!

The second subject will be a discussion on SAFETY, SAFETY RULES, RULE ENFORCEMENT, and what YOU want to do about it. Recent problems at the field indicate the need for a change in our present system. If you don't agree with the present set of safety rules then we need to find out what you do want!

Please keep in mind that we have TWO TYPES of safety rules. SOME KEEP US FROM LOSING OUR LEASE, WHILE OTHERS KEEP US FROM GETTING HURT! Both seem to me to be very important and worthwhile but it appears that some of you do not agree. At the next meeting we need to decide which are important to the majority of the club and which are not! We also need to decide how we will insure that the rules are followed (by everyone!) RLB

FUN-FLY PRIZES! \*\* GOOD STUFF! \*\* \$350.00 WORTH! \*\* FUN-FLY PRIZES!

This fall's Fun-Fly is shaping up to be one of the best ever. Thanks to Flight-Craft (Gary Leonard) and Jayhawk Bowling Supply (Chuck Hardman) we have more and better prizes than ever before! Check it out!

1ST. PLACE IN EACH EVENT = ONE GALLON OF BYRON 10% FUEL  
2ND. PLACE IN EACH EVENT = A DC AVIATION CALENDAR FOR 1990  
3RD. PLACE IN EACH EVENT = A PAIR OF K&B GLOW PLUGS

1ST. PLACE OVERALL = A FLIGHT-CRAFT SHADOW KIT (DONATED BY FLIGHT-CRAFT)  
2ND. PLACE OVERALL = A BYRON "PIT-PAL" FLIGHT BOX (DONATED BY JAYHAWK BOWLING SUPPLY)  
3RD. PLACE OVERALL = A MCDANIAL METERED NI-STARTER (CLUB PRIZE)

IN ADDITION THERE WILL BE A DRAWING HELD FOR A FLIGHT-CRAFT SOLO KIT (OPEN TO ANYONE WHO ENTERS AN EVENT OR ACTS AS A CONTEST OFFICIAL.)  
AND IN ADDITION THERE WILL BE A DRAWING HELD FOR A FLIGHT-CRAFT "SHUTTLE" AIRPLANE HOLDER (OPEN TO ALL CLUB MEMBERS PRESENT)  
(BOTH DONATED BY FLIGHT-CRAFT)

## HOW TOO: NEW THREADS FOR AN OLD HOLE

Recently after a particularly rough landing (nose first!) I found that I had pulled the muffler bolt threads right out of my engine crankcase. What to do? A new crankcase was going to cost more than the old engine was worth and the muffler tabs were too thin to drill out for a larger bolt size. Then I had an idea. Why not put new stainless steel threads in the aluminum case?

"So how do you plan to do that?" you might ask. With a simple little device called a Helicoil. And what's a Helicoil? Well, it looks an awful lot like a spring, except it's made out of a diamond shaped stainless steel wire instead of normal round spring stock. After drilling out the old threads with the proper size drill bit, you tap new threads with a special Helicoil tap. Then you use a special insert tool to screw the Helicoil into the hole and break off the insert tab. The result is instant stainless steel threads of the same size and pitch you started out with!

But is this just a make-shift repair? Not hardly! Helicoils not only meet all current military and aviation specs, but are actually stronger than the original threads because of the increased thread area. They are not only excellent for repairing damaged or stripped threads but can also be used to change from metric to English thread sizes as well. (No more special order engine bolts!)

In fact the possibilities seem so great in model engine work that I plan to offer the service to club members. While not cheap, the cost will be fairly reasonable when you consider the alternative of replacing a case or head. #6x32 case and head bolt holes will go \$5.00 each while 1/4"x28 glow plug holes will be \$7.50. If you have an engine with a stripped head bolt, case screw, or glow plug hole give me a call. A Helicoil may be the best way to fix it! R.L.BALLARD

## BUFFALOGRASS IN KANSAS

After much debate and head scratching over the last year or so we thought we had reached a decision to spray for weeds, re-seed and heavily fertilize the runway this fall. Plans were underfoot to do it in early September and then stand back and watch it grow! As is often the case, it didn't work that way.

A check with the local seed dealers brought in a low bid of \$547.50 for a 50 lb. bag of Buffalograss seed! Back to the head scratching and foot shuffling again! We decided that if we were going to do anything we better find out all we could about the stuff before we went out and started throwing dollar bills to the wind. Lucky we did! A call and a trip to the county extension agent got us enough free information to stop us from wasting our time and your money this fall! What we found out was this:

- A. The only time to seed Buffalograss is in the spring, usually after May 15. Seed planted in the fall will usually fail because of frost and winter kill!
- B. Most weed control chemicals are harmful to Buffalograss!
- C. Too much water and fertilizer favors weeds and is harmful to Buffalograss!
- D. If fertilizer is used, it should be used sparingly and only between June 15 and June 30th!

So it seems that everything we had planned to do this fall would most likely have wiped out the runway grass forever! I guess we got lucky for a change. At this point we are planning to look the situation over carefully in early spring and do some more head scratching and foot shuffling! RLB

## HOW TOO: BUILD A FUSELAGE JIG/CLAMP

For some time now I have been meaning to buy a fuselage jig. In the past I have often had problems building a straight fuselage "over the plans". Usually one side is stiffer than the other and in turn refuses to bend at the same rate when pulling the tail together. The result can be a fuselage that closely resembles a Banana rather than an aircraft. Needless to say that this plays hob with good flight performance.

Recently I decided to build a .60 size Cap-21. I also made up my mind that THIS ONE was going to be as near-perfect as I could build it. While discussing this with Nat Erickson, he mentioned that he had an old fuselage jig in his basement. To make a long story short, I built the Cap in Nats jig and the result is no doubt the straightest plane I have ever owned.

Lets start out with a trip to the local Hardware emporium for the necessary supplies. You will need:

- 1 ea.- 12"x48" Plastic veneer covered particle board shelf.
- 14 ea.- 1/4" x 7" carriage bolts, Wing nuts, and flat washers.
- 1/4 sheet- Masonite or cabinet grade Plywood cut into 6" squares.
- 28 ea.- 6" x 1/4" x 1/4" sq. hardwood strips. (Old wing spars?)
- 1 can- White spray enamel.

With any kind of luck you will already have some of this stuff in your Junque collection. (You do have a junque collection don't you?) If not, be sure and take your check book with you! As soon as you get home with all the stuff, spray one side of your new shelf with White Enamel and set it aside to dry. I also suggest that you don't let your wife see the shelf as she might incorrectly assume it is for her. You can't be to careful you know!

Next saw the Masonite or Plywood into 6" squares.

(NOTE: THEY HAVE TO BE SQUARE AND THEY HAVE TO ALL BE THE SAME SIZE)

Once this is done you can proceed with the Epoxy or Hot Stuff and glue together 14 pairs with 1/4" spacers on two ends. What you want here is to be able to slip a 1/4" bolt through each one when you get done. These are the clamp blocks.

By now the White painted shelf should be dry so we can start working on it. Begin by marking a CENTER LINE down the EXACT middle of the shelf with a black indelible pin. Continue marking off the shelf until you have a 1" sq. grid covering the whole thing. Please take your time and mark the grid in exact 1" squares.

(NOTE-THE ACCURACY OF YOUR JIG DEPENDS ON THIS STEP)

To avoid any possibility of confusion later it's a good idea to High-Light the center line so it is more visible than the rest of the grid lines.

Now drill a series of 1/4" holes 4" out from the center line on each side. This hole spacing will handle a fuselage up to 48+ inches long and 7 1/2" wide. If you build bigger planes than that you may want to buy a Door instead of a Shelf! Now insert the bolts through the bottom of the shelf using whatever hole spacing you need to match the former locations on the plane you want to build. Add the clamp blocks, flat washers, and Wing nuts. At this point your fuselage jig/clamp is finished. In order to use it you will need to prepare the firewall, formers, and bulkheads by carefully drawing center lines on each one.

Begin fuselage construction by centering the sides and firewall on the jig center line. Tighten the first set of clamp bolts and move on to the next former or bulkhead location. Again line up the former center line with the jig center line and tighten the 2nd. pair of clamp bolts. Continue this process until you reach the tail.

At this point you can Hot-Stuff the bulkheads and add Tri-stock bracing and be done, or you can loosen all the clamp bolts (ON ONE SIDE ONLY) and still maintain fuselage alignment when you go back together with Epoxy and regular glue. The choice is yours. Either way you are assured a perfect fuselage when it comes out of the jig! Why not build one before you start on your next plane?

RLB

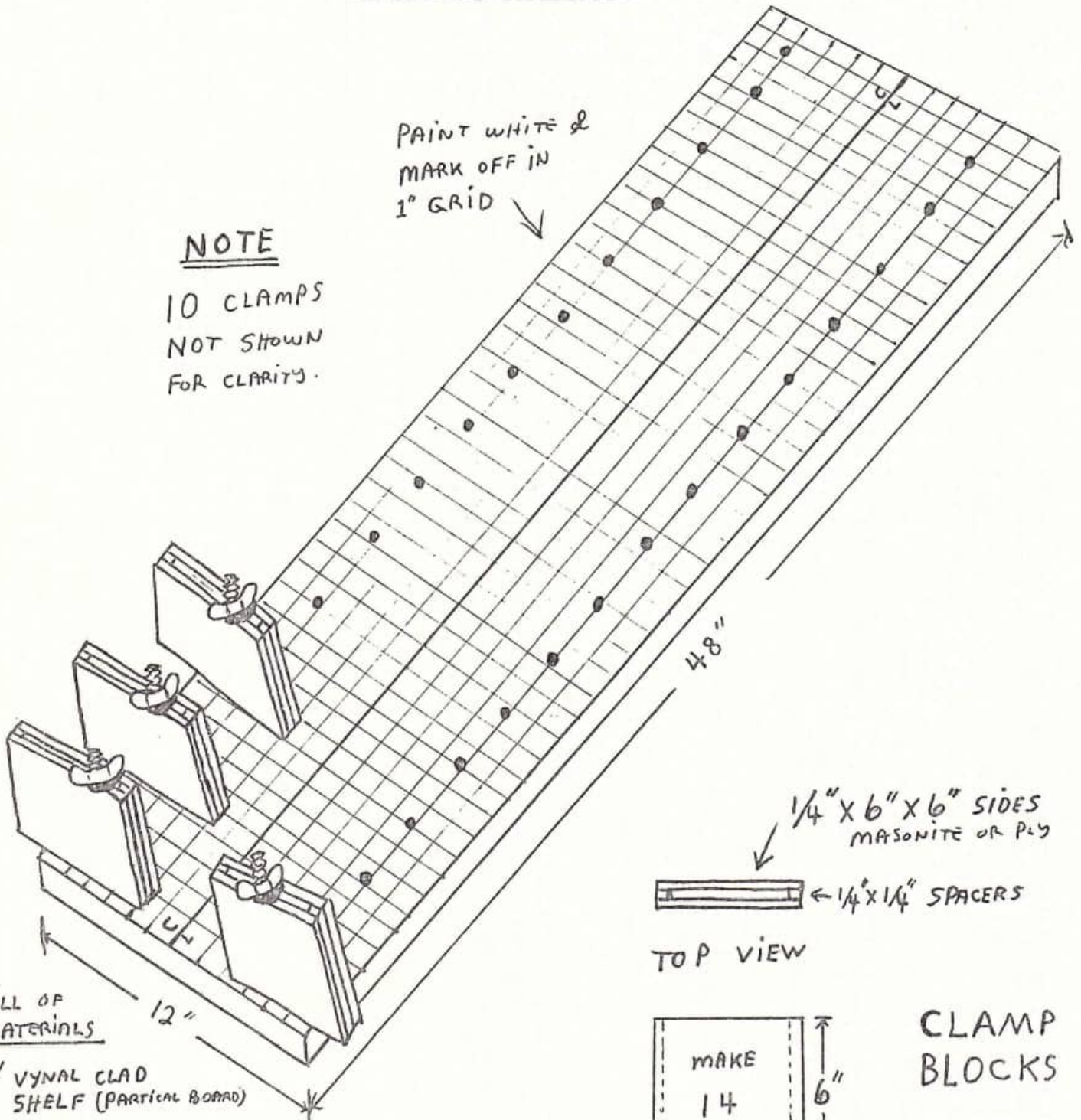
# BUILD A FUSELAGE JIG/CLAMP

NOT TO SCALE

NOTE

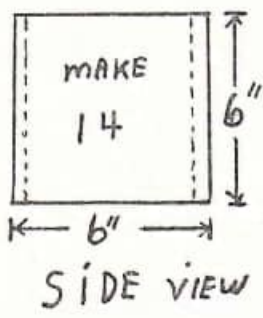
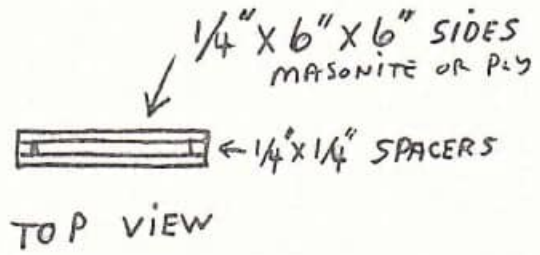
10 CLAMPS  
NOT SHOWN  
FOR CLARITY.

PAINT WHITE &  
MARK OFF IN  
1" GRID



BILL OF MATERIALS

- 1' X 4' VYNAL CLAD SHELF (PARTIAL BOARD)
- 14 - 1/4" X 7" CARRAGE BOLTS
- 14 - 1/4" WING NUTS
- 14 - 1/4" FLAT WASHERS
- 2' X 4' MASONITE OR PLY CUT INTO 6" SQ'S.
- 28 - 1/4" X 1/4" X 6" SQ. HARDWOOD



CLAMP  
BLOCKS

FALL FUN-FLY 89

DATE: SUNDAY OCT. 22, 1989

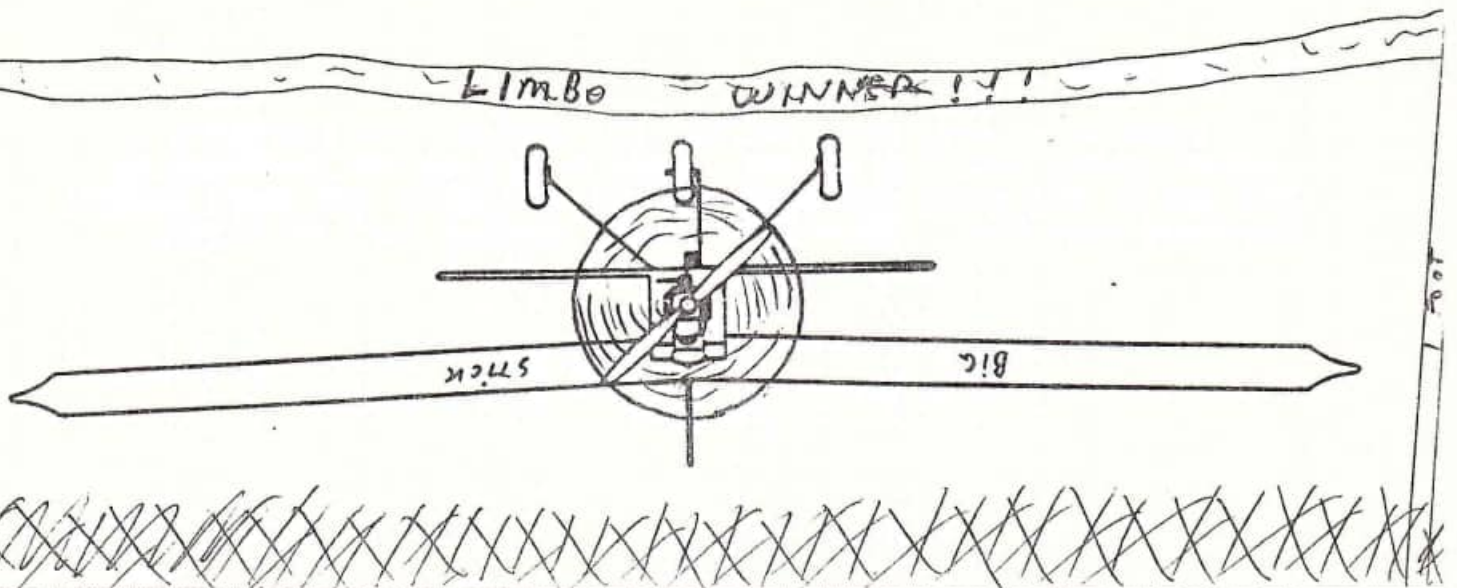
TIME: SET-UP STARTS AT 8:30 A.M. 1ST. EVENT AT 10:00

COST: \$2.00 P/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 THEN 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 BOUNDRY RESULTS IN A ZERO SCORE FOR THAT EVENT.
- F. JUDGES AND SAFETY OFFICERS DECISIONS ARE FINAL.
- G. IN CASE OF DISAGREEMENT, REFER TO RULE F.

# FUN FLY



1989 FALL FUNFLY

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,\* 3 loops and land. Quickest time wins. Pilot must stand in pilot box.  
(Aileron rolls only. Snap rolls will not be counted.)

5. CROPDUSTER

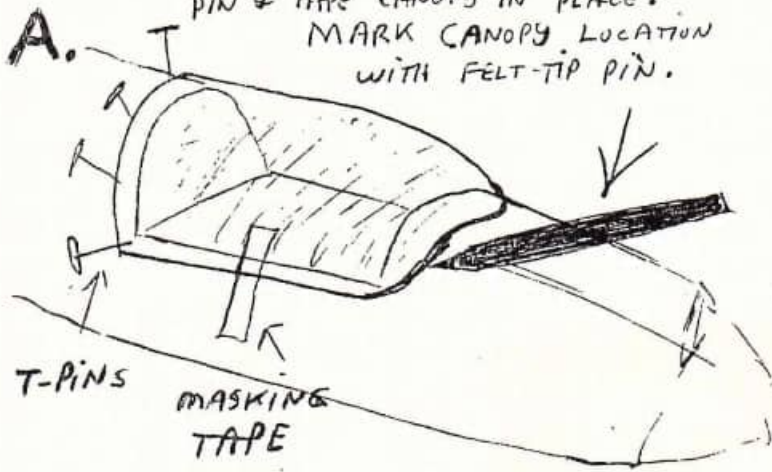
Pilot will attach cup to airplane with 10 beans in it. He will then take off, do 2 touch and goes, and land. Pilot with most beans wins. If there is a tie, shortest time will be used to determine winner. Pilot must stand in pilot box.

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.

HOW TOO: ATTACH A CANOPY THE EASY WAY

PIN & TAPE CANOPY IN PLACE.  
MARK CANOPY LOCATION  
WITH FELT-TIP PIN.



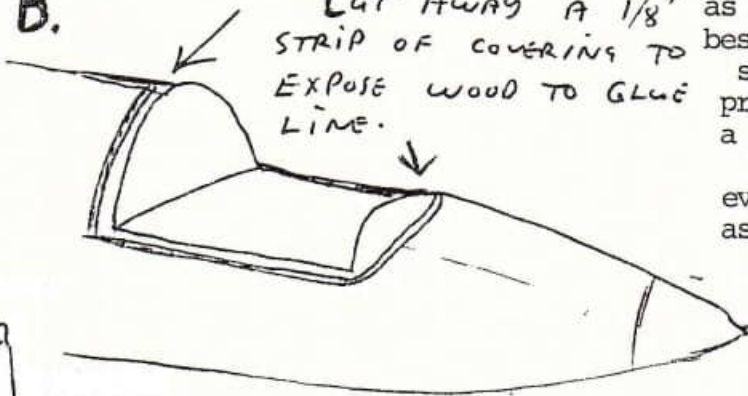
I seem to get a lot of questions concerning how to glue on a canopy without making a total mess or else having it blow off the first time you fly it. The method shown here works best of several methods I have tried.

After fooling around with CYA and Epoxy I have found WillHold R/C 56 glue to be the best adhesive for this use. It looks just like Elmers wood glue in the bottle but here any other simeliarity ends. R/C 56 dries clear as glass and tough as nails. The best part is that it is water based so that any smears and finger prints can be wiped away with a damp rag while still fresh.

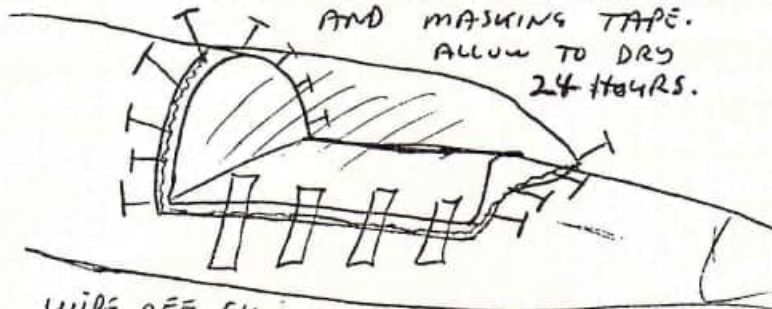
Once dry however it defies every attempt to remove it just as any good glue should.

By following these four simple steps and taking your time, you to can be answering questions like "How do you do that?"

B. CUT AWAY A 1/8" STRIP OF COVERING TO EXPOSE WOOD TO GLUE LINE.

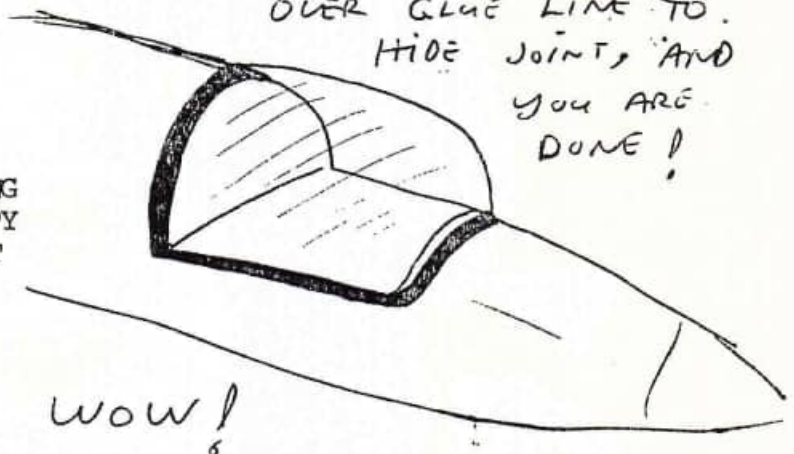


C. ADD GLUE (R/C 56) TO EXPOSED WOOD LINE AND RE-ATTACH CANOPY WITH PINS AND MASKING TAPE. ALLOW TO DRY 24 HOURS.



WIPE OFF GLUE SMUGS WITH DAMP CLOTH.

D. APPLY 3/16 TRIM TAPE OVER GLUE LINE TO HIDE JOINT, AND YOU ARE DONE!



E. wow!



Good Luck!

R.L.B.

P.S.

ALWAYS FINISH COVERING AND PAINTING COCKPIT, ETC. BEFORE GLUING CANOPY IN PLACE. THIS IS ONE OF THE LAST STEPS IN BUILDING A PLANE!



" I LEARNED TO FLY R/C IN ONLY TWO LESSONS WITH MY FLITE CRAFT 'SOLO'!"

" I LEARNED TO FLY R/C ON MY FIRST FLITE!"  
"WITH-OUT AN INSTRUCTOR!"  
"BUT, I'M REAL GOOD!"

