

Immelmann Turn. The model starts the Immelmann flying straight and level, pulls up into a half loop followed by a half roll and finishes flying straight and level exactly 180 degrees from the heading at entry. The Immelmann may be downgraded because:

1. Model not level at start
2. Model deviates left or right during half loop
3. Half loop not completed exactly above point of commencement of half loop
4. Half roll does not commence immediately after half loop
5. Plane deviates from a straight line during roll
6. Model does not finish in level flight
7. Model heading does not finish exactly opposite the direction of entry



JAYHAWK MODEL MASTERS

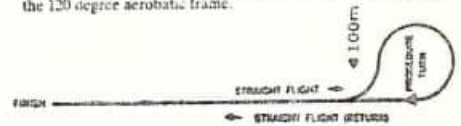
NOVEMBER NEWSLETTER

Next Meeting Nov. 19th
See details inside !

Procedure Turn. Immediately after the Straight Flight Out the model must turn exactly 90 degrees to the left or right, whichever will take the plane away from the spectator line (direction to be specified by the Contest Director), then exactly 270 degrees to the right (or left) and cross over the point where the first turn commenced. The turn may be downgraded because:

1. First turn not 90 degrees
2. Second turn not 270 degrees
3. Changes in altitude during turn
4. Turns not smooth and circular
5. Does not head back over exact outgoing path

This maneuver shall not be downgraded for not staying within the 120 degree aerobatic frame.



Our Last Meeting

With 12 members present it was actually pretty easy to take care of elections and appointments to club offices. After 12 minutes of deliberation and indecision, I made the motion to re-elect each of the present officers to another year.

Richard Ballard will remain our fearless leader
and club treasurer
Bill Andes as Vice President
Dave Plamann as Secretary, Editor
Darrel Cordle as Safety Officer with Nate Ericson
as his assistant

We did elect Tom Puckett into a new office this year. Tom will serve as our Event Coordinator. His responsibilities will be to set up a committee to handle the manpower requirements, and other details involved in Club activities such as fun-flies, raffles, etc. I trust if Tom calls on you, you will respond by doing your best to help out.

Just a word about our President. I would like to compliment Richard about the excellent way in which he has handled the big first year issues that faced this club. His communications with Corp. of Eng. officials alone last year was time consuming enough. But he also spearheaded the field improvements we all benefit from now. His continued help with Newsletter articles (some of which were published in National Publications), have been a great help to me, as well as all of you. I'm still a recent Newsletter Editor, getting better, because of his help. Thanks from all of us, Richard.

OCT. 16th. FLY-IN AT POMONA KS.

Darrel Cordle, Jerry Lee, and Richard Ballard attended the fall Fly-In hosted by the residents of Roy Rogers airport and the Capitol City R/C club. About 25 pilots attended from the Topeka and Pomona area. Lunch of Chili and Beef Stew with all the trimmings was served by the ladies and was it ever good (and free too!) One of the guys was giving free rides in his Beech King Air II throughout the day and he kept pretty busy.

For me at least it was my first opportunity to fly off asphalt and I must say it was a new and thrilling experience ! Did you know you can ground loop a Sportster Bipe at touch-down? Wow !! I can't speak for Jerry and Darrel but I plan to be there next spring when they do it again !

R.L.B.

Announcements from October 15th meeting

- The wife of Mr. Dick Stamm, an R/C enthusiast for years in the Kansas City area has announced a sale of her late husband's equipment on October 22nd and 23rd.

- AMA renewal forms are in the mail. You'll be receiving yours soon. I encourage everyone to return them to headquarters ASAP.

- Fly-In at Pamona Lake field on October 16th. Food and Fun.

- It will cost less than \$120.00 to complete our fence installation at the field. The motion was made and approved to go ahead with what's needed.

- Darrel Anderson will be checking on the price of lumber to build a table in the pit area. He will report on his findings at our next meeting (November 19th).

X X

BY POPULAR DEMAND

Our next meeting will be on Saturday Morning, November 19th, at the Park Inn International Restaurant (2222 West 6th St.). Bring an appetite. We've polled many members, and they felt that making this change will boost meeting attendance. Your club officers are hopeful this will be the case.

X X

Results of our Fun-Fly, October 9th

Balloon Bust - Tom Puckett, 1st; Brian Sorenson, 2nd; William Elkins, Jr., 3rd

Looping Contest - Tom Puckett, 1st; Don Sherman, 2nd; Joe Bryant, 3rd

Touch-n-Go - Danny Callahan, 1st; Richard Ballard, 2nd; Dave Vinyard, 4rd

Quick-Trip - Brian Sorenson, 1st; Dennis Shepard, 2nd; Joe Bryant, 3rd

Hit-the-Spot - Danny Callahan, 1st; Dave Vinyard, 2nd; Dennis Shepard, 3rd

Bomb Drop - Dave Plamann, 1st; Dave Vinyard, 2nd; Danny Callahan, 3rd

Overall - Danny Callahan

Special thanks to Darrel Andersen, Robert Hutchins, Nate Ericson, and Larry Wise, our judges. Sure was good to see Larry out and around again. Tom Puckett, Richard Ballard and Darrel Cordle were on hand along with Darrel Anderson and Robert Hutchins to help set up. My apologies to anyone I've missed.

Last, but not least, thanks to all the flyers of the day. We experimented with some new ideas and your patience were appreciated. The threshold line rule seemed to work well. It seemed to keep things a lot safer in the speed events such as the Quick-Trip and Touch-n-Go, as well as making things more competitive for novice pilots.

X X

Safety Awareness

Enjoyment of our hobby, and safety, compliment each other. We should never promote one without the other. R/C has become the ultimate hobby in years past. Technology has made advances by leaps and bounds in engines, radio gear and airplane designs. But the one area modern technology has failed to take over is the human roll in all this. For this, we're glad because the skills involved are what keep us going.

Keeping in mind the human side is where we make the real difference when it comes to safety. We are obligated to protect those who may not understand. That is to say that when little Johnnie Crumbpicker slides around the edge of the pit fence to get a closer look, someone needs to escort him back out. Not only could little Johnnie do damage to an airplane, but also himself. Say this little fella was allowed to continue his trek of curiosity and managed to grab ahold of say 20 or 22 inches of prop that was hooked to a Quadra 50. (These engines have fired without being pulled through an entire stroke.) The owner may have failed to switch his engine off. Mama could be standing right there saying, "Isn't that cute!" And it is possible that little Johnnie Crumbpicker might not leave the field with the same parts he came with (at least attached). Sound extreme? Well, so does being killed by a 3 pound airplane as reported in a recent issue of Model Aviation.

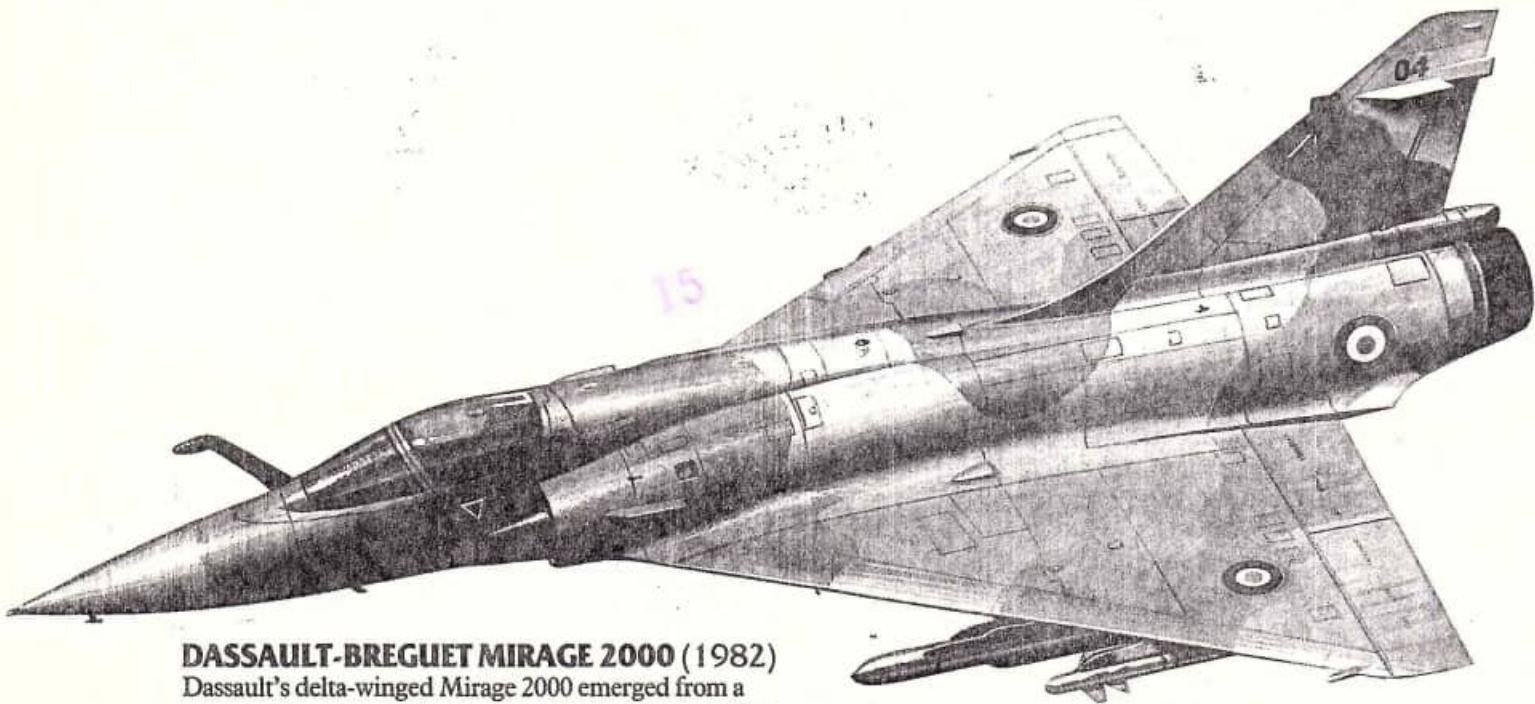
The human side is what makes this hobby safe, or unsafe. It's up to each of us to lead by our own example, if we are to promote the real enjoyment of our hobby.

Dave Plamann
Jayhawk Model Masters

FLY SAFE !



15



DASSAULT-BREGUET MIRAGE 2000 (1982)
Dassault's delta-winged Mirage 2000 emerged from a government-sponsored program aimed at incorporating advanced technology in fighter design. Electronic "fly-by-wire" flight controls make it extraordinarily agile, and a 19,840-pound-thrust engine gives it a top speed of 1,510 mph.