

JAYHAWK MODEL MASTERS NEWSLETTER

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A.M.A. CHARTER #2013

ISSUE DATE: November 11, 1989

NEXT MEETING: November 18, 1989; ALL-SEASONS MOTEL; 8:30 a.m.

MEETING MINUTES OCTOBER 21, 1989

Richard Ballard opened the meeting with some discussion concerning our Fun Fly event rules for our Fall Fun Fly. Some additions to the rules were needed to clarify the points system, tie breaker for Overall, etc.

Total price of prizes to be given is a bit over \$700.00. This is due in part to the super response we received from various model aviation manufacturers who donated many items. It is hoped everyone will keep these companies in mind for future purchases. We need these companies in order to maintain the aircraft we now fly, as well as build new ones.

Treasurer's Report. There is currently \$456.12.

There was discussion on the possibility of purchasing a P.A. system for club functions. Richard presented a good choice from Radio Shack, which is on sale for \$140.00. The motion was made and seconded, and passed by majority vote.

The recent accident which occurred at the field was discussed. The Club Field rules were reviewed with a fine-tooth comb. (Some rules have been amended.) Everyone will receive them as soon as they are printed.

Elections were the last item on the agenda. The results are as follows:

PRESIDENT, TREASURER
Richard Ballard

VICE-PRESIDENT
Dave Plamann

SECRETARY, NEWSLETTER EDITOR
Tom Puckett

SAFETY OFFICERS
Darrel Cordle Nate Ericson
Chuck Hardman Bill McCollum

A word about SAFETY. Our Safety Officers remind us that it is everyone's responsibility to oversee this issue. Our combined efforts in this area will ensure our enjoyment of the hobby, as well as our flying site.

MANUFACTURER'S DONATIONS

Letters were sent to various manufacturers notifying them of our upcoming Fun Fly. Following is a list of the companies who generously donated items to our event. (This list only contains the companies whose items we received before the Fun Fly.) We wish to thank them for their interest in our Club, and remember to reciprocate their generosity when purchasing items for that next project.

Carl Goldberg
Coverite
Cox
Dee & Mee Hobbies
Flight-Craft
Futaba Corp. of America
Hobby Lobby
Jayhawk Bowling Supply
MGA Enterprises
McDaniel R/C Inc.
R/C Report
Radio Control Modeler
Sig Manufacturing Co., Inc.
SR Batteries, Inc.
Sullivan Products
Top Flight Models, Inc.
Tower Hobbies

The Fall Fun Fly was a big success! Over 50% of the club members were there. Many thanks to Nat Ericson, Darrell Andersen, Geoff Brady, Bob Hutchins, and others for their help with the Fun Fly. We're already looking forward to the next one!

FALL FUN-FLY EVENT WINNERS

BOMB DROP

1. Plamann - 8'9"
2. Chapman - 9'10"
3. Shumate - 24'5"

LIMBO

1. Plamann - 3 at 3'
2. Shumate - 2 at 3'
3. Cordle - 2 at 4'

SPOT LANDING - DEAD STICK

1. Shepard - 5'2"
2. Chapman - 5'9"
3. Bruer - 31'

TIN MAN

1. Plamann - 35.3 sec.
2. Shumate - 41.9 sec.
3. Bruer - 42.45 sec.

CROP DUSTER

1. Plamann - 42.12 sec.
2. Bruer - 42.59 sec.
3. Chapman - 43.72 sec.

NUT RACE

1. Rosen - 21.62 sec.
2. Bennet - 25.37 sec.
3. Shepard - 26.0 sec.

OVERALL (Lowest points won)

- TIE
1. Plamann = 7,885
 2. Shumate = 13,004
 2. Chapman = 13,860

CONGRATULATIONS TO ALL WINNERS!



NEW HOBBY SHOP IN TOWN

I just learned that club member, Bud Burns, has opened a hobby shop in his home, and is in the process of building up his inventory. Bud plans to have a complete line of accessories, as well as kits, engines, and radio equipment. Also, special orders are welcome.

Bud suggests that you give him a call at 843-8014 before you come by, as he just might be out flying! Good times to try him are 4:00 to 8:30 p.m. on Monday thru Friday, and Noon thru evening on weekends.

HOBBY SHOPS YOU MIGHT WANT TO VISIT

Dee & Mee Hobbies in Topeka has been in business awhile. I must confess, however, that I had never been there until just a few weeks ago. Owners, Duane & Mary Eberhardt, have put together a nice selection of most of the items needed by the R/C modeler. Not only do they have a good selection of kits, but also about anything else you would be likely to need to build and fly it. They also carry an assortment of accessories that you just don't find everywhere!

It's only a 30 minute trip on I-70 to the east Topeka exit. Why not run on over and buy something next weekend! Oh! I almost forgot to mention the best part. Dee & Mee offer a flat 10% discount on everything in the store, and 20% on all special orders. How about that! Hours are Noon to 9:00 p.m. weekdays, and 9:00 a.m. til 5:00 p.m. Saturdays.

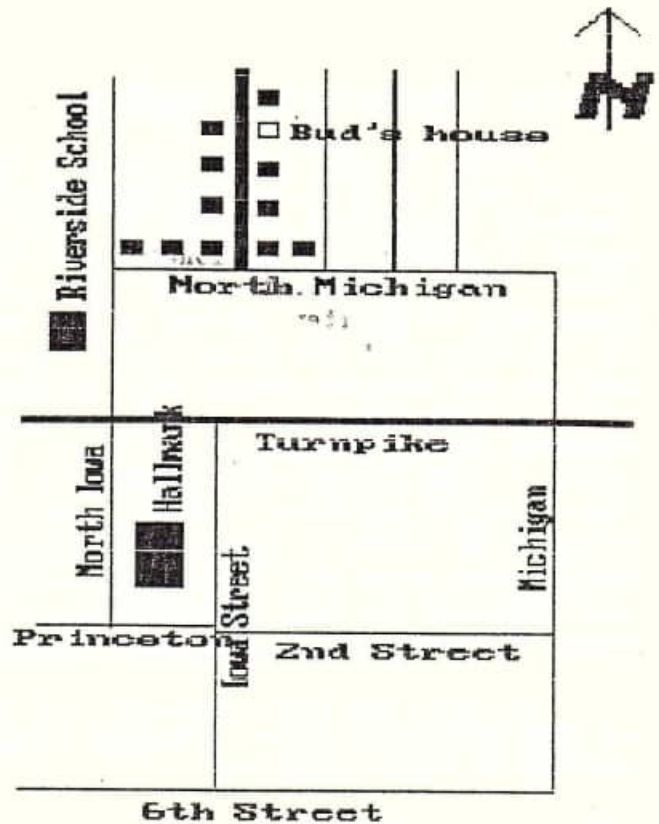
PHONE 357-4232



Dee and Mee Hobbies
628 Kansas Ave.
Topeka, Kansas 66603


Duane E. Eberhardt

Mary E. Eberhardt




R/C Hobbies in Junction City, KS might well be called "Tower Hobbies West." Not because they sell a lot of Tower stuff, but rather because they must run a close second on the level of inventory they carry. Never before have I been in a hobby shop with this much stuff! They have kits you most likely never heard of before, as well as almost everything else you could need or want.

Owners, Gary & Karen Eddy, must have a bundle wrapped up in this shop! If you need something to do some snowy Saturday this winter, you should take a run out west and check it out. Be sure and take some money with you because you're sure to find something you can't live without!



R/C HOBBIES
SPECIALIZING IN RADIO CONTROL AND MODEL RAILROADING
ONE OF THE BEST STOCKED SHOPS IN THE MIDWEST AND GROWING
COMPLETE HOBBY CENTER
115 W. 7TH
JUNCTION CITY, KS 66411
(913) 238-1877
GARY & KAREN EDDY



HOW TO: SPRAY PAINT LIKE AN EXPERT

First of all, let me say that this is not going to be a comprehensive article covering everything you need to know to paint a pattern ship or a 1/4 scale Corsair. First of all, I don't know that much about it myself. Second of all, most of us don't have the proper spray equipment to use two-part Epoxys such as Hobby-poxy or K&B Superpoxy or other paints normally used in projects like this. Besides, I said "Paint like an expert," not "Be an expert painter!" Rather, what I am going to do is try to help out the average modeler who would just like to do a decent job painting the cowl and wheel pants to match the covering on their latest plane.

As you may have guessed, we are talking Spray Cans here! You have several choices in paint, such as:

* **Coverite Black Baron Epoxy** - 12 oz. can = \$4.79. Available in 24 colors including two flats and two types of clear. Probably the most heavily advertized brand of model spray paint is Coverite Black Baron Epoxy Paint. In my experience, this paint is the worst possible choice you can make. I have tried to use it several times with VERY POOR results. Namely, LONG DRYING TIME (like a month in some colors!). VERY POOR fuel proof qualities and so far not even close to matching anyone's film colors (including Black Baron). THIS IS NOT AN EPOXY PAINT despite the name. A true epoxy paint comes in two cans and must be mixed together just prior to use. Otherwise it would set up inside the can. I don't like it at all and I don't recommend it for any use!

* **Pactra Formula-U** - 12 oz. can = \$4.98. Available in 23 colors including two flats and one clear. The old standby in model paint is alive and well, although not advertized much. Formula-U is a true Polyurethane paint that works well, dries overnight, and comes as close as possible to matching most film colors. As most any brand of Poly-U paint is fuel-proof, you don't have to worry about it peeling off after the first flight. K-Mart Poly-U paint would do as well, but may or may not

match your covering material nearly as well. Pactra Formula-U is good stuff. I recommend it!

* **Chevron "Perfect" Paint** - 12 oz. can = \$7.20. Available in 30 colors including three types of clear and 17 military flats, as well as 10 MonoKote matching colors. Chevron "Perfect" Paint is also alive and well, but not advertized at all! Sometimes we have to seek out the good things in life! Perfect Paint offers one coat coverage, 15 min. dust free tac, and 6 hour drying that is "for real!" as well as a fuel-proof finish. In my opinion, this is THE BEST spray can paint you can buy for that special project you are working on. Although expensive, the end result is what you wanted in the first place! I highly recommend it.

* **Others.** Any acrylic or polyurethane spray paint (K-Mart, Wal-Mart, Rust-Oleum, etc.) is fuel-proof. The cost and use you intend to put it to should be the deciding factors. I wouldn't paint my flight box with Chevron "Perfect" but rather might use K-Mart acrylic at \$1.97/can. On the other hand, I wouldn't paint my "Winter Project" with Rust-Oleum! Use your good judgement on choosing your paint, depending on the intended use.

* * * * *

SPRAY CAN PAINTING TIPS

* **Shake Well.** Now, shake some more real well!

* **Follow the instructions on the can.** Different paints require different techniques that are clearly spelled out on the can.

* **Dust is bad!**

* **Don't try to cover it with one heavy coat.** Even the best paint will run and sag if applied too heavily. Instead, start with a light mist coat and allow it to tac before proceeding with a covering coat. Again, it is best to follow recommended procedures on the can.

* Paint fumes are bad! Use good ventilation or paint outside in 70 degree weather with no wind, no bugs, no dust, no humidity, and no kids, dogs, or cats **WITHIN THREE MILES!**

* Don't try to paint in cold weather (like in the garage at 35 degrees!)

* Don't try to paint during wet, rainy weather. It won't work out well, if at all.

* A surface to be painted **MUST BE CLEAN** and free of dust, dirt, oil, and fingerprints. Wipe down with thinner just before painting.

* A light sanding followed by a wipe with a painter's Tac Rag will go far to prevent later peeling on plastic cowls, etc.

* **WAIT** until you are ready to paint everything before you touch the spray button! Once used, a spray can nozzle will never work as well as it did the first time. Dried paint in the spray head is the problem.

* **WAIT** until the paint is **REALLY** dry before you touch it! (Real hard to do, right?)

* **ALWAYS SEAL COLORS** with a Clear top-coat. This prevents fuel and oil from penetrating the color pigment and getting under the paint.

By using the proper paint and following a few simple rules, anyone can do a better than average job of spray painting small model parts. The **SECRET** to a good Spray Can finish is mostly just a matter of using fresh paint, following the instructions on the can, surface prep, and magic, voodoo signs, and luck! So, good luck!

RLB

REMINDER

**SEND
IN
YOUR
A.M.A.
DUES
NOW!**

**TO ENSURE THAT YOUR A.M.A.
INSURANCE WILL BE IN EFFECT
THE FIRST OF 1990**

If you have any information, suggestions, questions, or items for sale, contact Tom Puckett at 841-5889, and he will include it in the next Newsletter.



HOW TO: PROP/SPINNER SAFETY

We often think about the injury a spinning prop could inflict, but have you ever thought about the spinner? One of our club members had a near-miss a few weeks ago when he was hit in the face by a plastic spinner that flew off during some cold weather flying. Fortunately, it missed his eye by an inch or so! Here are some do's and don'ts we all should remember from C.B. Associates, Carl Goldberg, and myself, relating to spinner safety.

* Always be sure the prop is not touching the spinner cut-out. This can cause a blade failure!

* Always make a rounded or curved cut when enlarging a spinner cut-out. This will help prevent cracks from forming.

* Don't use a plastic spinner in temperatures below 34 degrees.

* Most spinners and props come off because the prop nut was not tight! **DO NOT USE A 4-WAY PLUG WRENCH TO TIGHTEN A PROP.** Instead, use at least a 6" wrench, **AND REALLY TORQUE IT DOWN.**

* Make sure the prop nut is tight **EACH TIME YOU GO FLYING.** (Props compress and become loose just setting around.)

* Wear eye protection when operating an engine.

* **DO NOT OPERATE** a plastic spinner over 12,000 RPM on the ground.

* **DO NOT OPERATE** a metal spinner over 18,000 RPM on the ground.

* Be sure the spinner is fully seated on the back-plate, and also that the center screw (where used) is not too long and bottomed out.

* Always check the spinner and prop for cracks and chips before starting the engine. **DO NOT USE EITHER WITH ANY VISIBLE DAMAGE.**

* Always balance the prop before using.

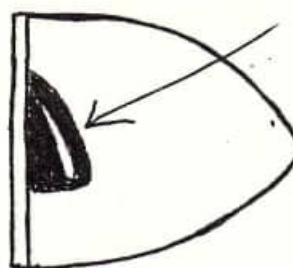
Almost all radio failures are caused by vibration damage. A little care and your equipment will last longer.

* **ALWAYS ADJUST AND RUN UP THE ENGINE FROM BEHIND THE PLANE.** Stay out of the path of a thrown prop or broken prop blade!

Simple and easy rules to follow, and just think, they could keep you from getting smacked in the head by a Blur with sharp ends turning 13,000 RPM! It just might be worth doing!

FLY SAFE!

RLB



BE SURE PROP IS NOT TOUCHING SPINNER CUT-OUT TO PREVENT BLADE FAILURE.

COMMITTEE, n.

A group of the unknowing
assigned by the unwilling
to do the unnecessary!

A pair of sunglasses was found at the Flying Field on the day of the Fun Fly. Contact Richard Ballard.

HOW TO: PROP BALANCING

Much has been said about prop balancing, but not much is done about it by the average R/C modeler. Part of the reason most likely is due to not knowing how to balance a prop. Then again, a lot of people just say "why bother?" Some reasons to bother include better engine performance and life, less fuel-related problems caused by foaming, increased glow plug life, increased radio life, and increased aircraft life. Vibration from an out-of-balance prop tends to wear out hinges, loosen bolts and set screws, ruin servo gears and pots, and shake the guts out of your receiver and battery pack! If that were not enough, it also contributes to airframe generated noise, which we all should do our best to control.

That's the "why," now let's look at the "how." First of all, you will need some way of checking balance. This can range all the way from a screwdriver or piece of music wire, up to a Dubro or Tru-Turn precision balancer. It all depends on how accurate you want to get and how much you want to spend. Actually, you can do a pretty good job of balancing with that screwdriver or wire we mentioned. To do it, insert the screwdriver through the hole in the prop. Now hold the screwdriver horizontal and tap it several times on the edge of your bench or table. You will find that the heavy blade always ends up pointing towards the floor. You might note that a high-dollar precision balancer might do the job faster and with a lot less tapping, but probably not much more accurately! "You pays your money and takes your choices," I guess.

After finding the heavy blade, what comes next? Forget whittling, sanding, and trimming off ends. What you need now is a spray can of clear gloss polyurethane paint. Simply spray a coat of clear on the light blade, allow to dry, and check the balance again. Most of the time one or two coats will add enough weight to bring the prop into balance. An extreme out-of-balance prop might require several coats, but be assured it will finally balance out.

Why not whittle, sand, and trim? Because there is no way you can maintain exact airfoil shapes and/or blade lengths. Without that, you will still get vibration from the asymmetrical thrust generated by differences in the two blades. Assuming the prop manufacturer had a perfect prop to begin with, you will not change anything by adding a couple more coats of finish on one blade.

As you can see, there is no great mystery about balancing a prop. Give it a try and see for yourself!

RLB

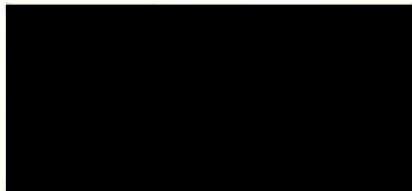
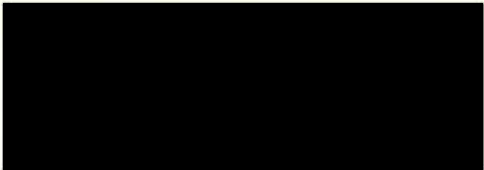
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REV-UP PROPS - MADE IN KANSAS

Larry Wise and I made a trip to Junction City awhile back with the intention of touring the Rev-Up plant. Upon arrival, we were greeted with the same enthusiasm you would expect at an Atom Bomb factory. In other words, they wouldn't let us in! It seems that some of the machines they use to whittle out props are TOP SECRET and can only be viewed by employees and industrial spies! Anyway, it's still safe to say that Rev-Up makes some of the best wood props you can buy, as well as some very unusual sizes. I would suggest you give their 10/6 extra wide a try on your .40 engine. You will notice a difference! Don't bother trying to get in the factory, though (unless you do it at night, with a crow-bar!)

RLB





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