

# JAYHAWK MODEL MASTERS NEWSLETTER

132 Florida Street Lawrence, Kansas 66044

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## A.M.A. CHARTER #2013

ISSUE DATE: December 8, 1990

NEXT MEETING: December 15, 1990; ALL-SEASONS MOTEL; 8:30 a.m.

### MEETING MINUTES NOVEMBER 17, 1990

Richard called the meeting to order. He reported \$552.28 in the treasury.

Emery Price won the A2000 charger door prize. Consolation door prizes were Master Airscrew props won by Darrel Cordle, Darrell Andersen (won 2), Bob Hutchins, and C.W. Holt.

Richard brought a scratch built Snap Dragon that Larry Wise got the plans for out of a 1988 Model Aviation. Richard also brought Pig-Pen.

Brett Bennett brought a Lanier Rebel bi-plane.

Vince Callahan brought a Sig SkyRay control line.

AMA insurance changes were discussed. It may be worth your while to read the changes so that you will be aware of them.

Dave Plamann spoke a little bit about the Clinton Lake Clean-Up. If you did not

sign up and have a pick-up truck, please notify him.

December's door prize will be a Futaba 6-channel Conquest radio system. Consolation door prizes will be: 3 subscriptions to RC Report; and 10 Tower catalogues with discount certificates enclosed.

If things go well, there will be a Sportster 120 with engine and radio (Futaba FGK series) for sale at the meeting.

After the meeting, Richard will show the procedure to replace bearings in his Rossi (depending on interest).

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M E R R Y  
C H R I S T M A S  
A N D  
H A P P Y  
N E W Y E A R ! !

## ENGINE CARE

Winter is here and it won't be long until the snow starts to fly. This is a good time to get into the habit of using an after-run oil each time you get done flying. You never know how long it will be before you get back out again. Any engine that is going to be setting for any length of time should have After-Run Oil in it. Ball bearings are especially prone to rusting and are expensive to replace. A few minutes at the end of each flying session could save you a lot of money and trouble next spring.

The procedure for properly oiling an engine can be as simple (for short-term storage) as a few squirts of oil in the carb intake while turning the engine by hand. If you know you will be storing the engine for several months, you need to take a little more time and do a more thorough job. To really protect your engine, you should:

- A. Pull off the fuel line while the engine is running wide open. This will remove most of the fuel from the crank-case and bearings.
- B. Remove the glow-plug and squirt oil into the cylinder and also into the carb.
- C. With the PLUG STILL REMOVED, spin the engine over with your starter. This will distribute the oil throughout the engine and protect all internal parts.

What kind of oil to use is kind of a hard question to answer. I do know that PRATHER AFTER-RUN OIL (\$1.98/2 oz.) is simply MARVEL MYSTERY OIL that has been repackaged (\$1.29/4 oz.) Tests done by RCM magazine a couple of years ago proved plain old ATF (\$.98/quart) to be about twice as good as any other product tested! There are also many good gun oils on the market. My personal favorite, and one I have used for years to protect my gun collection, is BREAK-FREE CPL. It is the best I have found for long-term rust protection on guns, or model airplane

engines!

One precaution you should always take when starting an engine that has been oiled is to turn it over a few times by hand before you use an electric starter. A combination of oil in the combustion chamber and crank-case will lock up the engine solid, and most likely will break the rod or crank-shaft when you hit it with a starter. Always check to make sure it will turn over freely. Come to think of it, we should always do that anyway!!

RLB

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## THE DEER HUNTER

The young hunter took his wife to Colorado on her first deer hunt. They decided to split up and hunt two different areas. Before he left, the fellow warned his wife that some unscrupulous hunters might try to take her deer away from her if they got to it first. He told her to fire three shots if she got anything and he would come to her aid.

A short time later he heard a shot, followed by three more shots! He arrived in time to see his wife standing over the carcass with her 30-30 pointed at a stranger.

"Trying to take the meat away from my wife?" asked the hunter.

"HECK NO!" said the stranger. "She can have it. I just want my SADDLE BACK!"

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## REMEMBER

1991 IS JUST  
AROUND THE CORNER

A.M.A. REQUIRES  
NARROW-BAND  
TRANSMISSION ONLY

Please have your transmitters upgraded to 1991 specs before January 1st.

## 1991 CLUB MEMBERSHIP DRIVE

Last month's newsletter included a 1991 membership application (as well as newsletter and Booster) along with an envelope addressed to the correct place to send in your dues!

Some folks have, and some have not! Your club membership runs out on December 31, 1990. Don't forget to do it soon or you won't be getting the February newsletter to remind you to pay up or get out! Dues are due by January 31, 1991 or you are going to be listed as missing in action in the February newsletter!

You all know what that will result in! Right!; You will have to fly without a club card! And not only that, but you will miss a great chance to help keep the club prez & treasurer at home beside his trusty old computer trying to figure out who paid their dues, and who didn't!

I'd rather go flying, I think!

PLEASE send in your 1991 membership by the end of January, or face the prospect of nothing happening to you anyway! Except you won't be a Jayhawk Model Master anymore! Too Bad!

Those who paid by newsletter deadline:

Wise L.	Rauckman G.
Lee J.	Norris D.
Mauser B.	Montanaro D.
Winebrenner D.	Walker K.
Ericson P.	Colman K.
Brady G.	Heiserman G.
Alexander D.	Bortone V.
Sherman D.	Henry J.
Hutchins B.	Price E.
Eberhardt D.	Plunkett N.
Calkins F.	Andersen D.
Puckett T.	Bennett B.
Longoria J.	Ratliff T.
Ballard R.	

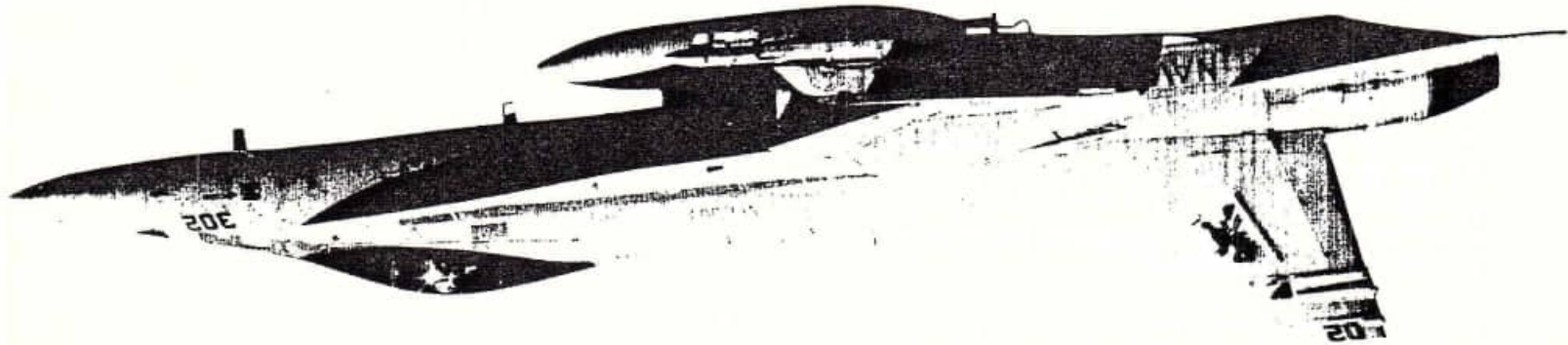
MEMBERSHIP LIST		CH. LIST	1990
+ = 1991 dues paid + = Have A.M.A. number on file		E-BOOSTER	
	CHUCK A. HAKIMAN 843-0755		CH. 16
	IVAN HIRD 843-5950		
+ *	RICHARD BALLARD 843-5628	PRES./TRES.	CH. 52,16
	DARREL L. CORLEH 749-4146	SAFETY OFFICER	CH. 20,30,56
	SIEVE SHUMATE 841-2466		CH. 48
+ *	DR. LAWRENCE WISE 843-5424		CH. 48
+ *	PAUL N. ERICSON 843-7395		CH. 26,38
	DAVID HORN 841-4184		
	ROBERT HIRD 843-3542		
	DAVE PLAMANN 842-1837	VICE PRES.	CH. 38,54
	MICHAEL WEINSAFT 843-3052		
+ *	DON SHERMAN 749-1455		CH. 32,50,54
	PAT MORIARTY 841-1720 843-4333		
	LESTER D. SMITH 843-2991		
	BILL ELKINS SR. 842-3925		
	BILL ELKINS JR. 842-3925		
+ *	DARRELL ANDERSEN 594-6893		CH. 20,40
+ *	GARY RAUCKMAN 843-3281		CH. 52,54,56
	JIM CRAWFORD 842-1679		CH. 16,24,46
	KON GRIFFIN 843-7943		
+ *	KEITH COLMAN 842-2327		CH. 48
+ *	JIM HENRY 842-5879		CH. 38,50,54
+ *	TOM PUCKETT 841-5889	NEWS-LETTER ED.	CH. 24,46,54
+ *	JERRY LEE 876-2444		CH. 16,24,32
+ *	GEOFF BRADY 842-2007		CH. 24,26
+ *	ROBERT HUTCHINS 843-1739		CH. 32
	DAVID E. ROSEN 842-9765		CH. 18,48,56
	TIM BRUEWER 841-7841		
	MIKE ROCKHOLD 842-3139		
	BILL MCCOLLUM 843-1315		
	DANNY CALLAHAN 749-7439		
	C.W. HOLT 842-6486		CH. 28,42,50
	DENNIS SHEPARD 585-3350		
+ *	BRETT BENNETT 841-4182		CH. 22,24
	CHOON PARK 841-0261		
	ADRIAN BURNS 796-6824		
+ *	DAVID NORRIS 842-1871		CH. 12,24
	EUD BURNS 843-8014	HOBBY SHOP	
	RUSS WHITEMAN 913-236-8218		
	MARQUAM WELLS JR. 842-3146		
	DON MILLER 841-3230		CH. 12,38
	STEPHEN DENNIS 749-0753		
+ *	GARY HEISERMAN 842-0140		CH. 46,56
	ONIS BEARDEN 842-2576		
	ALAN W. JACK 887-6426		
	DARREL F. COLTON 379-5344		
	ROGER HAMILTON 843-4736		
	BRYAN SORENSON 842-8850		
	ED RANBY 841-6057		
	LARRY BRODDLE 841-4559		
	JOE BRYANT 842-5865		
+ *	KYLE WALKER 841-1463		CH. 48
	GREG BERKOTH 845-5847		
	BOB LOCKWOOD 843-0849		
	DARREN COOK 749-5076		
+ *	EMORY PRICE 594-3118		CH. 46
	VINCE CALLAHAN 342-7461 K.C. KS.		CH. 16,54
+ *	JESSE LONGORIA 749-4066		CH. 42
+ *	BRETT MAUSER 841-5646		CH. 18,24,48
+ *	DAVID ALEXANDER 843-3960		CH. 92
+ *	DUANE EBERHARDT 913-246-0240, DEE & MER HOBBIES		CH. 26,18,40
+ *	TOM RATLIFF 843-7669 *		CH. 30,40
+ *	DOMINGO MONTANARO 842-1578 *		CH. 26
+ *	VICENTE BORTONE 842-7819 *		
+ *	DOUGLAS WINEBRENNER 842-8717 *		CH. 16
N	NORM PLUNKETT WISCONSIN		
	CLARENCE DENTON LAWRENCE KS		
	H.J. PETERSON POMONA KS		
	MIKE LEE BALDWIN KS		
	BILL ANNES OVERLAND PARK 573-0287		
N	FLOYD CALKINS TOPEKA 328-2245		

\* = NEW MEMBERS  
OCT. - NOV. - DEC.

65 MEMBERS  
DEC - 90  
(RECUR MEMBERS)

Wingspan: 37 ft. 6 in.  
Length: 56 ft.  
Height: 15 ft. 3 1/2 in.  
Engines: two General Electric  
F404-GE-400 turbofans  
16,000  
Maximum T-O weight (lbs.): 36,710  
Operating altitude (ft.): 50,000  
Top speed (mph): Mach 1.8+  
Maximum range (miles): 2,303

**MCDONNELL DOUGLAS F/A-18**



**HORNET**  
**F/A-18**

