



**AMA Club # 2013
Year 2013**

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Jayhawk Model Masters

November 16 Meeting

**JMM Club House
305 West 23rd
Lawrence**

**8:00 AM – Breakfast
9:00 AM – Business Meeting**

Schedule of Events:

- Oct. 19, JMM Club Meeting
- Oct. 22, Tuesday Night Barby & Fly
Thursday's, JMM Building Night
- Dec. 7, SMRCC Swap-N-Shop
Lenexa Community Center
- Feb. 8, KCRC Swap-N-Shop
John Knox Pavilion
- Jan. 1, Freeze Flys
- May 3, Jayhawk Open
- May 16, Airport Aviation Camp
And flight demo

2013 Officers

President	Dave Alexander	843-3960
Vice Pres.	George Jones	727-5970
Sec/Treas.	Jerry Foree	749-0594
Fld Safety	Fred Heinecke	841-0397
Board 3yr	Al Lata	842-3420
Board 2yr	Gary Webber	841-3418
Board 1yr	Jim Morris	865-0952
Editor, yrs	Gary Rauckman	843-3281

News-wrap

Well, we missed it again; the Midwest Slope Challenge is what I'm talking about. Every year I tell myself, I should make a special effort to get out there and take it in. The midwest slope event was mentioned again in the latest Model Aviation magazine. It is held every May at Wilson Lake which is about 3 hours from here.

The MWSC began in 1993. By the early 2000's the number of entries had reached 70 pilots, and now remains one of the longest continuously running RC Slope events. Like we always say, maybe next year.

I just read in Model Airplane News that Hobby King is going to offer a "Pulse Jet" engine. I can't hardly believe they would, with all the current concern over sound and hearing damage. Have you ever heard one of these things run? Go to You-Tube and check it out. These things are not only pretty heavy, but outrageously loud.

Ok, I think I have found the paint scheme for the T-34 that I intend to build some day. Maybe this winter. Here is a 35% T-34 with an 11' wingspan, I really like this one and especially the color scheme.

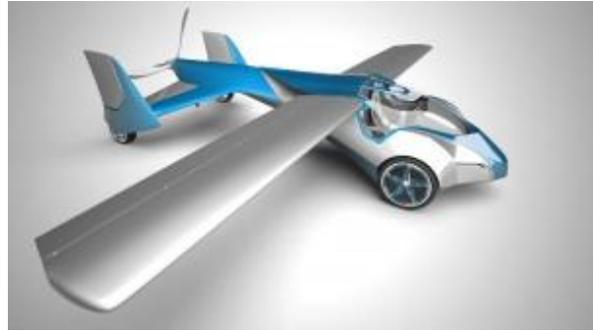


Aeromobil

You guys probably already saw this prototype of another aerocar design. A 124 mph version called "Aeromobil". This "Bad Boy" has folding wings and weighs only 992 lbs. It will also slow down to 40 mph.



The top of the page shows the Aeromobil with wings out. The Rotax 912 powered car will supposedly fit in a standard parking space, and burn regular gas.



New Officers for next year

As you know the meeting this week is our annual "nominate for new officers" meeting. And you should come prepared to either volunteer or nominate someone you have talked to about a position. I believe I heard that no fewer than 2 people have made it known that they will be willing to serve as treasurer. With that position secured, the work of vice president and president become pretty simple. Almost anyone can do it. So, there you have it, now step up to the plate this Saturday, and we will be off and running for year 2014.

Oh, don't forget, we will be raffeling a 70" Revolver at the meeting as well. And did I mention that Darrel Watts is bringing his gigantic Grumman Widgeon for show and tell. Don't miss this one boys.



“Antenna’s Out” My Boys

I forgot to mention last month that George Jones was missing one of his favorite RC airplanes at both the Blue Sky and the Model Masters events, Yes, he did locate the terra-firma with his beautiful Hanger 9 Super Cub. Of course the title of this section is “antenna’s out”, so you can surmise what might have happened. The problem here may be when a pilot switches from 72 mhz to 2.4. Just this week at our field, another pilot forgot to raise his 72 mhz antenna, same result. Maybe spotters should be encouraged whenever they are available?

Gate & Padlock

Many of you flyers are aware that one of the padlocks had been missing for several weeks from the entrance gate. This played into a phone call to the golf course superintendant to see what was up.

Word from the “Super” is that a gate will be installed in the future at our cross-road to our parking lot, and that large rocks will be placed along the drainage area west of the entrance road, and inline with the new gate location. They do want some input from us as to the best location or lineup of these pieces. Perhaps we can look at this after the meeting this Saturday.

Formation Flying?



Shed Cleanout Project

By the time I arrived at the shed project, the guys had all the stuff out side and were already doing measurements for the shelves and the wall cabinet. It appeared to me that George Jones was the foreman of the project so I helped with the cabinet install and than just got out of the way. Dave Alexander and Steve Fair were somewhat keeping pace with George which is hard to do.

I stopped to help Jim Denny with another project that included adding stiffners to the flimsy gas grill frame. Below is a photo of the finished product after we pushed the mower back in. Shazam...you can even walk around it now. You say, where did all that stuff go; well most of it is still there, just off the floor. The rest went into the back of my dump truck. I wished I could remember all who helped, but can't for now. I think Jim Morris and Al Lata were there too. I believe Darrel Cordle did the annual mower maintenance the day before.



Oh, you probably know by now that we did get a load of crushed rock delivered. Much of it was placed on the cross road which should help get us through the winter. I think we will need another load next spring.

October 19, Club meeting

Wow...we had a good turnout this month; probably the most guys we have had all year. Last count, we had 26 guys in attendance. Maybe because we were serving our original breakfast menu. I believe both of our new members were there, and that would be John LaGesse and Steve Lewis. Welcome guys to the Jayhawk Model Masters.

Show and Tell

We had 3 aircraft for show and tell this month. The first one was Zack Stephens, who was showing a scratch built from coroplast 21" sport aircraft. This one featured a Cox .049 with throttle control.



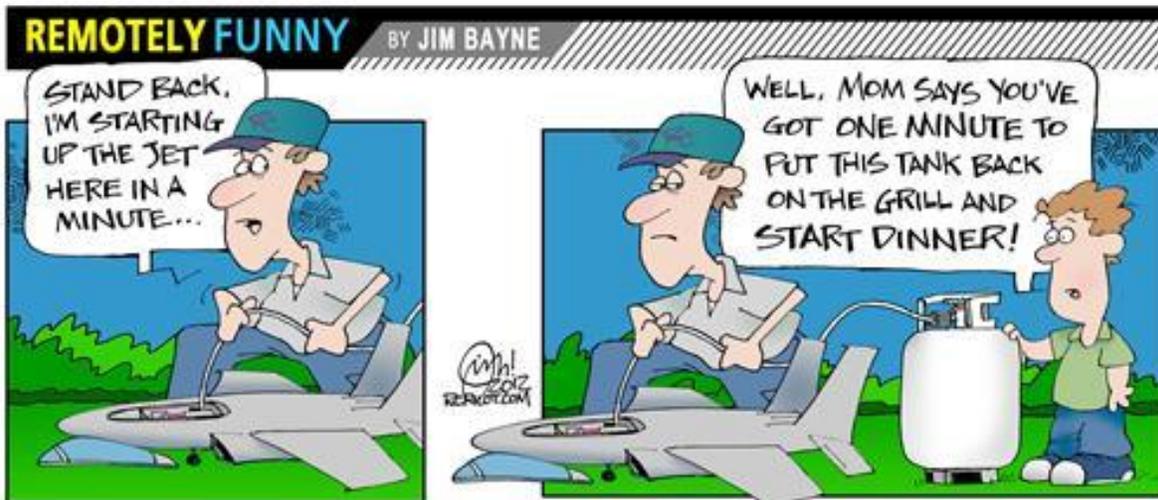
Steve Fair has a new E-Flite T-28 that he has been flying, and he brought it in to show. The T-28 is plug and play and comes complete with everything but the Rx and battery. The 36" Trojan fly's on a 3S battery and a 480 motor. It only takes 1 hour assembly time. See photo above.



As promised I brought my 72" Nitro Planes Citation Fan Jet. It is equipped with two 96 mm fans that each fly on 6 S batteries rated at 4000 mah. It has retractable landing gear. I mentioned that I likely won't fly it until I find some leading edge wing cuffs. Someone at the meeting suggested I use the ones that come with the Hanger 9 P-51 trainer. I ordered those the next day and find that they fit perfectly.

Since then I discovered that the pull-pull nose gear that was installed simply will not work, as the pull-pull arm hits the mounting beams and the bottom of the fuse. Back to the drawing board, the only thing that will work is a firewall mounted robart gear like the one in my Yak 108 turbine jet. It is now installed. Thanks for voting the Citation for model-of-the-month. Sorry, I couldn't take a "Selfie" of me and the aircraft.

Items of business included talk of supplying breakfast cooks for the coming year. A sign-up sheet was passed, and I believe there were some signatures or volunteers. Other items discussed were the up-coming drive for new officers, and dues for next year. Lets see, George Jones won the Gal-O-Fuel, and Patrick Deuser won the Raffle prize as usual.



Fuel: The Ins and Outs

by Mike Philips, North Dallas R/C Club

What is the best fuel to run? I hear this question ring throughout the flightline repeatedly from new pilots and longtime fliers alike. Many wonder what the best fuel is for their airplane, costs, protection, and other things associated with fuel and glow/gas engines for our RC aircraft.

Fuel: model aviation fuel contains three elements: Alcohol, Nitro, and Oil. Out of these three elements, only two are combustible: the nitro and alcohol. In my testing during the past month, my main concern was the oils used in these fuels. Allow me to explain. I generally run Saito four-cycle engines and these engines require slightly less oil than their two-stroke counterparts. Determining the oil content is what has taken me down this road because of a malfunction on my Saito 100 that is currently flying in my U-Can-Do 60.

A full breakdown of this motor and repair, replacing the bearings (rusted and pitted) and a complete cleanup and soaking helped put it back in the air. This all started with rust. Where does this rust come from? There is moisture in the engine. Where does this come from? The adventure was on its way. Moisture in your engine can cause damage, sometimes catastrophic damage and so, this takes us to the third element listed: oil.

Oil is an important piece of ensuring that your engine does not rust and also keeps the engine running smoothly and well lubricated to prevent heat. Rust can build in your engine, whether it is stored for long periods or short periods of time and thus, we simply should have oil in the engine to prevent the rust. When an engine runs, it takes in moisture from the fuel source and carburetor. Nitro acts as a magnet to moisture and will draw the moisture into your motor.

Many fuel companies list what they use in their fuels. Many use synthetic oil and this oil allows the motor to run more rpm's than castor-based oil will. Castor is a thicker, natural oil and will protect the motor (long term) better than a synthetic fuel. If the motor is running a lot where it does not have time to ever be dry from a synthetic fuel, then synthetic fuel may be okay to run with no issues. Castor being a natural lubricant (hey, this stuff comes from beans) is thicker, and will leave residue all over the motor, which will protect it while in storage helping to prevent rust.

Running a fuel that is 100% synthetic can prevent rust in a short-term period however, my feeling and understanding is that the castor would assist in preventing rust. So, how can you run the best fuel and get away from the worry of rust? If you run a fuel with castor, there is probably nothing to worry about. If you run a fuel without castor you should use after-run oil.



*Jayhawk Model Masters
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