



JAYHAWK Model Masters Newsletter



www.jayhawkmodelmasters.com

A.M.A. #2013

February 19 Meeting

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

8:00 AM – Breakfast

9:00 AM – Business Meeting

2011 Officers

President	Don Boucher	748-0842
Vice Pres.	Dave Alexander	843-3960
Sec/Treas.	Robert Sharp	749-1379
Fld Safety	Tom O'Brien	913-748-1117
Editor	Gary Rauckman	843-3281
Board 3yr	Jim Morris	865-0952
Board 2yr	Harris Tate	841-8946
Board 1yr	George Jones	862-2599

Newsrap

Schedule of Events:

Feb. 19, JHMM Club Meeting

Thurs. Eve.'s, JHMM Building Night

Feb. 22, Model Talk Meeting
"@ Don Boucher's"

Mar. 5-6, KC Indoor R/C Extravaganza
"Airline History Museum"

Mar. 10, Franklin County Flyers Meeting
"6:00 Wellsville Big Boppers Café"

May 7, Jayhawk Open

May 14, Jayhawk Electric Fun-Fly

I don't now about you guys, but I have had just about enough of this "Global Cooling". I saw some photos of Lead, South Dakota last week. There are drifts up to 20 Feet. However, it was 40 degrees today. It will be 50 tomorrow and maybe 60 by Monday. Now is that a recipe for flooding or what?

I haven't seen many of you lately, so I assume your winter building projects are in full swing. I was looking at the Feb. 2010 newsletter, and was reminded that Phil Abbadessa had just started building the "America" float plane over 12 months ago. So, it must be nearly finished. I am still assembling the GJC F4D Skyray. For certain there is great potential for air leaks in this plane, since there are retracts, gear doors, and air brakes. All but the brakes are controlled by a UP3 sequencer.

The rest of you have been pretty quiet about your projects. I did hear, however, that Patrick had some new secret “jet broom” project. One of my people were able to get this photo of the new “Boom Broom”.



CA on your Canopy?

Ok, so you accidently just dropped some CA on your new canopy, Now What?

Here is a trick I found on the internet with claims that it works every time. Take a piece of paper towel and fold it over on itself so that you have two layers. Saturate it with 30% heli or car fuel. Place it over the boo-boo.

After an hour or so, attempt to wipe off the CA with the paper towel/fuel. Keep doing this until you get the last of the CA off. It will take multiple applications. If you catch it right away, it will come off much quicker than if you let the CA cure for days. Occasionally the fuel will cloud the canopy a bit. Just polish it with a soft wet rag and toothpaste. Good luck!

***“Can I fly one of your jets?
I crashed all of mine”***

Speaking of jets, I found a jet T-shirt for sale online with the following script:

“Before You Ask”

- *Yes, It does Fly*
- *It is a Real Turbine*
- *It burns Kerosene & Turbine Oil*
- *Higher & Farther than you can see*
- *About \$XXXX to get started*
- *Over 200 MPH*
- *About 10 minutes*
- *Yes, it isn't easy but you can learn*
- *Get a computer simulator first*
- *Depends on the crash*
- *No you cannot try to fly my jet*
- *Please do not talk to me while flying*

“ I didn't say it was the plane's fault. I said I was blaming the plane”

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Jan. 22, Club Day Flying

I went to the field after the Jan. club meeting, and was surprised to see all the flyers. It was not a particularly a good day. It was cloudy, very cold, and the ground had about 8” of snow in most places. Dave Alexander was flying his Sig Cadet with ski's. Fred Heinecke had ski's mounted to his Swizle-Stick, George Jones brought a float plane, and Patrick Deuser came with his Viper pylon racer w/o ski's.

I asked Patrick, “What's your take-off plan”? He basically said, “Watch This”. The plan was to start the Viper on the Heli table, have George hold it, go full throttle, and do a carrier take-off. Check the photo results on the following page.



There you have it, a successful take-off. I thought I heard someone say, "Now land it on the table". We're never satisfied!!

Photos of others included Fred Heinecke.



Dave Alexander.



Harris Tate



And George Jones



Unfortunately, George's white float plane blended perfectly with the clouds, and he was not able to see it once it was airborne. You know the rest. I also flew my hand-toss micro P-51. Next year I will make some micro Balsa-ski's for it.

Jan. 22 Club Meeting

There were 31 members at the Jan. club meeting, and no visitors or new members. A fresh new change by Don Boucher was to start the meeting with Show and Tell. But first the 2010 Presidential Plaque was presented to Gary Allcorn for his year of service. See photo. Don Boucher, out of the photo, presented the plaque.



Show & Tell

Three members brought something to show. First was Harris Tate who was showing the foam Bipe, Hobby Lobby UZIXXL, that he purchased at the swap meet. It featured a 39.5" wingspan, 2.4 Rx, 3S 2200 mah battery. All this turns the E-E-Flite motor and 18 amp ESC.



Phil Abbadessa came with a new Great Planes Reactor Bipe, a rather handsome aircraft. This baby weighs-in at 7.75 lbs. and has a Saito 91 4-stroke for kicks. The airplane is 68" long and has a 48" wingspan. Phil was the Model-of-the-Month winner with the Reactor.



The final show and tell was Dave Alexander showing the ski's he made for the e-powered Sig cadet.



We did not have a Treasurers Report last month, however, Tom O'Brien gave his first Safety Report. He reminded us that "Old Guys" are just as dangerous as "New Guys". Old guys forget and take things for granted, and the new guys just don't know. The main thing is don't get in a hurry, and use common sense.

Dave Alexander gave the listing of the "Priority List" that we voted on at a prior meeting last year. At the top of the page is the listing as he gave it.

Priority List for 2011

- 1) Reseed field
- 2) Gravel for parking & road
- 3) Removable pilot safety fences
- 4) More starter stands
- 5) Permanent Electrical Service
- 6) Solar Charging Station
- 7) New ?
- 8) Handicap Porta Pot
- 9) Lake Jayhawk
- 10) Field Webcam
- 11) Concession Stand
- 12) Club Lawnmower

In the area of new business there was much discussion given to the St. Patrick's day Float and how to fund it. We didn't come to a decision on this issue. It appears that Hank Darnell and Jim Morris are in charge this year.

An announcement was made that those who ordered club-clothing should get it purchased. For those who didn't, we did order some extras, so we might be able to meet your needs as well. We have the new-color blue polo shirts, some jackets, sweatshirts, and hats.

The Gal-O-Fuel was again taken by Patrick Deuser, and the raffle prize was also carried off by Patrick.



Metal Finish with Rustoleum Paint

I have developed a method to achieve a metal finish that is easier than any other method I have seen and much less expensive than all of the pre-packaged paint systems on the market. It produces a metal finish that is as good as any of the expensive metal paints I have seen and you do not have to be a paint expert to accomplish the metal finish. I am going to provide a tutorial and a list of the items needed so that others can benefit from this method. Using this method anyone can have a metal finished plane even if you do not have any painting experience. If you already have the clear and a gun you can create this finish for less than \$100.00 for a 1/5 scale airframe. The amount of clear used is very small because of the mix ratio.

Here are the items you will need:

Rustoleum Black Primer Item#2089 (the can actually says Dark Gray)
Rustoleum Metallic Paint Item#7718 (Can has a chrome lid)
Automotive gloss clear with hardener. Automotive Thinner
400, 600, 800, 1000, 2000 grit wet sandpaper, space heater, spray gun for applying the clear
Tack Cloth (old tack cloth is better)

This tutorial assumes that you are working with a composite surface airframe. The same results could be accomplished with glassed wings I suppose.

1) Start by sanding the surface of the part with 400-600 grit paper to prep for primer. After the surface is roughed follow with 800 to smooth slightly.

2) Now, turn on your space heater and warm the Rustoleum black primer. Test if it is warm enough by shaking to see if it gets cold again. Once warm spray a fairly heavy wet coat of black primer. You only need one wet coat. Allow to dry overnight unless you have a method to heat the part to cure it completely. Most other paint methods use a primer plus black base coat. Using black primer eliminates one step and saves time. Some systems also apply clear over the black, this is not required or necessary.

3) Once dry, wet sand the primer with 800 grit paper, followed by 1000, and then 2000 grit paper. By now the finish will be very smooth. Use a moist paper towel and clean the part. Look for any areas that need additional sanding. If the part is ready, take a dry paper towel and polish the part until it begins to become shiny. Rub for a few minutes and you will see it take on a polished look. The black surface is now ready for the metallic paint to be applied. Clean with moist paper towel one more time if needed, I usually don't. The smoothness of your part at this step determines the smoothness of the metal finish. Metal is smooth and does not look like paint, take your time to get it right now so you get a nice smooth metal look.

4) Warm the metallic paint and test by shaking as before. Warming the paint makes it thinner and will allow you to spray a very fine mist of the aluminum onto the parts surface. Follow the next steps closely to achieve the metal finish. Wipe the black surface with a tack cloth to remove any dust before spraying metal paint.

5) Applying the metal paint: Move fairly quickly when spraying the metal paint and start on one side of the part and make overlapping passes with the metal paint just like painting any item. The only difference is that you must completely cover the area you are working on before making the next overlapping pass and working your way from one side of the part to the other. You cannot come back to an area that has already been sprayed so make sure you have complete coverage while spraying that area and that it has the polished metal look. You will immediately see the high polished metal finish develop as you make the second pass over the top of the first pass, creating the wet look.

DO NOT try to re-coat any part after the metal paint has dried. If you have not achieved the desired effect then sand the metal off and re-coat with black so you can start over. Follow the paint method above and you will never need to do this!! Allow the metal paint to dry overnight or you may have problems with applying the clear. DO NOT touch, rub, wash or wipe the surface of the metal paint finish before you apply clear, except with the tack cloth as explained below..

6) Use a tack cloth and very, very lightly wipe the surface of the metal finish before applying the clear. If you have a new tack cloth, remove it from the bag and open it up to allow it dry some before using it on the metal surface. If it leaves any streaks you will see it when you apply clear. I used an old tack cloth, just make sure it is not dirty.

7) Applying clear coat: Mix your automotive clear gloss paint with recommended hardener and reduce 300% with thinner. Spray a light mist coat (it must NOT be wet) and let dry 20-30 minutes (you can probably apply decals now). The purpose of the mist coat is that it seals the paint and allows for a heavier coat of clear without affecting the appearance of the metal finish. Once dry you can spray a normal wet clear coat to finish sealing the metal paint and decals. One coat of clear is usually sufficient, too heavy and it looks like paint. If you have applied decals then obviously you need to mist coat those as well before the final wet clear coat. Let it dry and you are done.

The finish produced is excellent and easy to achieve. You can simulate a semi-gloss finish or a high polish finish depending on the costs of clear applied. Again, just be careful as you can make it look like paint by using too much clear. Use only as much as is required to produce the finish you desire.

Read more: http://www.rcuniverse.com/forum/m_9395826/tm.htm#ixzz1BbqRA5br

**2011 MEMBERSHIP APPLICATION
JAYHAWK MODEL MASTERS
A.M.A. CLUB #2013**

NOTE: YOU MUST BELONG TO THE ACADEMY OF MODEL AERONAUTICS [AMA] BEFORE JOINING THE CLUB AND YOU MUST HAVE LIABILITY INSURANCE IN ORDER TO FLY AT THE CLINTON LAKE R/C FIELD.

FULL NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

HOME PHONE _____ CELL PHONE _____

AMA # _____ RADIO CHANNELS ___/___/___/___/___/___/___

BIRTHDAY _____ WIFES NAME _____

E-MAIL _____

I AGREE TO ABIDE BY ALL CLUB RULES AND THE DECISIONS OF CLUB OFFICERS

SIGNED: _____ DATE _____

ANNUAL DUES: \$50.00 [ADULT], \$25.00 [17 AND UNDER]

\$70.00 [FAMILY with youth under 18 years]

Dues Prorated Quarterly - FOR NEW MEMBERS ONLY

A key to the flying field may be obtained during any club meeting and requires a \$3.00 deposit.

MAIL DUES TO: JAYHAWK MODEL MASTERS
C/O ROBERT SHARP
300 ILLINOIS
LAWRENCE, KS 66044

RELEASE AND WAIVER OF LIABILITY AGREEMENT

In consideration of my/or my children, guests, or other persons participation in club or field activity, hereby, for myself, my heirs, my executors and/or administrators, waive any and all rights and claims for damages I may have against the JAYHAWK MODEL MASTERS R/C CLUB, INC., and any individuals elected or appointed to act as representatives of the JAYHAWK MODEL MASTERS R/C CLUB, INC., the U.S. Army Corp. of Engineers, the City of Lawrence, or their representatives. Also, none of the above are responsible for the loss of personal items nor any other form of aggravation in connection with club or field activities. I recognize that there may be potential hazards in this activity.

In filling out this form, I acknowledge I have read and fully understand my own liability and do accept the restrictions.

FULL NAME [Please print] _____

SIGNATURE _____

SIGNATURE OF PARENT/GUARDIAN [if under 18] _____



*Jayhawk Model Masters
c/o Gary Rauckman
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Lawrence, KS 66047*