



JAYHAWK Model Masters Newsletter



www.jayhawkmodelmasters.co
A.M.A. #2013

June 18 Meeting

JHMM Club House
305 West 23rd
Lawrence

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

Schedule of Events:

June 18, JHMM Club Meeting

June 18, Jackson County Charity Fun Fly
"KCRC Field"

June 21, JHMM Barby & Fly Night

June 25, Jayhawk Float Fly, Lawrence
"Bismarck Lake"

Thurs. Eve.'s, JHMM Building Night

July 9, 49th Jumbo, Warbird Fly-In

July 14, Franklin County Flyers Meeting
"Wellsville Field"

August 26-28, South Kansas City Probro
"FCF Wellsville Field"

Sept. 24, Jayhawk Big Bird

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

Several of us have attended some of the local flying events; for myself, I went to the Barnstormers Float Fly in Paola and also attended our own Electric Fly-In. But Tom Supancic stayed home to practice on his "Flying Dog" act. In case you missed the photo in the March newsletter, here is his latest pet-plane:



Heart of America Float Fly

June 11-12 were the dates of the Float Fly in Paola, and I believe there were about 25 pilots. One pilot came all the way from Michigan. Following are several photos from the June 11 flying.



Here is a Super Cub on a photo pass:



Oops, Nice Landing?



Hey, here's a Sopwith Pup on takeoff:



Ok, another splashy takeoff



And finally, an attractive DH Beaver



Petromat arrives

I guess the “Mat” didn’t just arrive, it has been stored for a couple of months in the field storage shed. But a couple of lengths did get installed on Friday afternoon just in time for the Electric Fly on Saturday. The petromat is in the background of this photo as these flyers are competing in “carrier” landings at the Fly-In.



Actually, I crawled off the mower just in time to be the first to use the mat after the installers were finished. My micro Beast loves this surface. I will probably forget someone, but I thought I saw Hank Darnell, Joe Gadzia, Dave Alexander, Robert Sharp, and Mike Weinsaft doing the work.

Some JHMM History

When I was in college back in the mid 60’s there was a group of guys who flew RC airplanes at Broken Arrow Park. They called themselves the Jayhawk Model Masters. I asked Nate Ericson about this, and other questions I had. Nate’s memory is only a little better than mine. So, we may need some help to fill in the gaps.

South Jr High was built in the late 60’s and the Model Masters moved directly east to a piece of ground that was a part of Haskell. They flew there a number of years until they were encouraged to find a new location.

Nate remembers that one day, someone working or associated with Haskell decided to drive a road grader or some form of scraper down the runway thus ripping it out. They got the hint. Nate doesn’t remember exactly when, so I will just say the late 70’s until corrected.

Anyway, a doctor member of the club started to dialogue with the corps of engineers at Clinton Lake. Clinton Lake was built from 1972-1976. Once receiving the OK for a flying site, Nate was asked what he thought would be the best location, and he picked the site we have today.

I personally joined the club in the late 80’s, and there was only a small north-south landing strip. There was no driveway, interior parking or gate. Everything had to be carried in from the south parking lot. I think a narrow path was mowed to get to the field. About 1995 the drive and interior parking was added. I believe we floated \$100 vouchers to finance the project.

The shelter house was added in June 1998, and the bleachers arrived in 2000. The shelter house was also financed through volunteer vouchers that were paid back in 3 years.

JHMM 1ST Annual Electric Fly-In

There have been several electric fly-ins at our field, but this is the first one sponsored by the club. The weather was perfect, and the attendance was average. We had 13 registered pilots, although at least one arrived very late and did not register. Hobby Haven brought a couple table-fulls of electrics to sell, however, I didn’t see them get much activity. I still have my eye on a Habu 32 like one that they brought, but my will power survived. All in all it appeared that everyone was having a great time.

Like many fly-ins, spectators seem to arrive late in the day, and Saturday was no exception. I did hear that we may have acquired a couple of new members as a result of the Fly-In. Hank Darnell was primarily in charge, but I did see him getting some help from other members.

I think I counted at least 4 F-22's. This is Dave Alexander's version, a Jayhawk F-22.



And what I think might have been a stalled takeoff similar to what I did to my Cessna Citation.



Here is George Jones with a Miss 2.



Dave Alexander's DH-25 Mosquito Bomber



At the top of the page is Joe Gadzia preparing for the maiden on the e-P-40 Warhawk.



The guys had a lot of fun competing in musical airplanes and short carrier landings, one of which is captured in this photo:



May 21 Club Meeting

The May meeting had 26 guys in attendance and started with **Show & Tell**. Patrick Deuser was the only S&T entry this month and therefore won the Model of the month with the “SkyFun” he brought.

The \$70 Skyfun is a foamy delta-wing aircraft that comes with a 3S motor and ESC. Servos and wing carbon rod spars are also included. Someone in the back row said, “are you putting floats on her”? Patrick purchased the 35” SkyFun just for the electric fly that was cancelled. He wasn’t able to attend yesterday’s e-fly event.

Robert Sharp reported on the finances. He said we cleared \$125 on the Jayhawk Open and currently have a net worth of \$3061.97

The club decided to go ahead with the June 11 E-Fly date without an AMA sanction. John Dalton reported that the BlueSky club was having a Sunday Fly-In and Swap meet the next day May 22.

Tom O’Brien mentioned a Naval Aviation day that he attended. They flew in a Stearman, Cessna 337, and a PT-19.

Patrick Deuser walked away with all the prizes this month (3 for 3) that included Model of the Month, Gal-O-Fuel, and the door raffle. He selected the RV-4 from the group of prizes. Patrick also spearheaded a group purchase of the Phase 3 Squall edf jet that you saw Pete Rosas fly at the JH Open. I hear that 4 were ordered, and that Dee & Mee Hobbies had so many people asking about them that they ordered 4 more for the locals.

Installing CA Hinges

“Author unknown”

Some builders will not use CA Hinges, but when installed correctly, they are a reliable product. I use them quite a bit with no problems. The key is to mark the center of the hinge, then take a white crayon, and coat the center-line with the crayon wax. Be sure to press hard when you mark it. The crayon is the key as it keeps the flex point pliable for long life.

Now install the hinge in the stab using a t-pin thru the center line to keep an equal part of the hinge to each side. Now install the elevator. Pull the pins and tape the ends of the elevator or ailerons so they are straight across. Now you are ready to glue.

Keeping the flying surface level, place 2 large drops of thin CA on each hinge location, and go back and put on a second application. Now, turn the aircraft over, and do the same thing on the bottom side. Keep a paper towel handy to blot any runs or excess. Pull the tape and work the hinged surface up and down and test for attachment by pulling on the elevator.

Another Man's Treasure

by Jim Wallen, *AMA Insider* Club Editor

Most clubs have a tendency to keep doing the same things over and over. How does the old saying go? "Variety is the spice of life." Here is a new wrinkle for your club to think about ...

Everyone has in his shop a big inventory of aircraft, partial or whole, surplus building materials, and some old tools you do not use any more. "One man's junk is another man's treasure!"

Organize an auction for your club members that will incentivize them to clean up their shop. Present the unwanted items at a club auction with all of the proceeds going toward the club treasury. The winning bidders will be thrilled with their new treasures.

The social event at an auction is always great fun. Your shop will be better organized and cleaner. And by the way, the club can always use the infusion of funds.

Do you have some difficulty in recruiting officers for your club? Here is something to think about. Put together a list of past club officers and honor them at one of your club meetings. Bring some snacks to the meeting to make it a little more special. Let your membership know ahead of time about the event.

Without exception, everyone likes to be recognized and honored. The social aspect of this is always a hit and you may find it a little easier to recruit new officers for your club.

RC Airplane Tips: Getting that Great Looking Finish

by John Adams

A beautiful, professional quality finish adds that all-important final touch to your model. It's what gets those extra stares at the field ... and makes you proud of a job well done.

Some expert builders would have you believe covering is an art that takes years of experience to develop, but the truth is that you can achieve it with some basic know-how and patience. Understanding the materials you're working with is vitally important, and surprisingly, this is where many modelers make the biggest mistakes.

Each brand of covering has unique properties. So if you learn using one type of covering and then try using those techniques with a different brand, it often leads to marginal results. I've been using UltraCote exclusively for the last 15 years. UltraCote offers several unique properties that are advantageous over other film coverings, making it easier for me to achieve and maintain a professional finish.

Multitemperature, Maximum Control

UltraCote is unique in that different things happen at different temperatures. This allows for precise control during covering.

Covering with UltraCote becomes many times easier—with vastly improved results—when you understand what specific temperatures do to UltraCote, and when to use those temperatures.

220°F:

Application

The adhesive is activated at just more than 220°. At the recommended application temperature of 220°, the adhesive reaches its full bonding strength. No shrinkage of the film occurs, so no distortion of the film takes

place. Use the 220° application temperature when applying covering and when applying UltraCote trim pieces over UltraCote. Remember, if your iron is set at 220°, no shrinkage or distortion will occur, so there is no risk of distorting seams, trim lines, or trim pieces and full bonding strength occurs.

Watch out for ... don't press! Heat liquefies the adhesive, not pressure. Let the heat do the work and avoid gouges. It's natural to want to apply pressure, but it doesn't affect the bonding strength. If you're using a sock (highly recommended), it will be necessary to go more slowly over a given area, as it takes longer for the heat to penetrate the material. Some modelers turn up the heat to 240° when using a sock, but I prefer to stick with the 220° temperature and go at a slightly slower pace. This creates fewer air bubbles.

300°F: Shrink Onset
At 300°, UltraCote will begin to shrink. Use this temperature after the covering is applied to tighten it, remove wrinkles, and remove imperfections. It's amazing how many wrinkles can be removed at this temperature, and it's important to start removing imperfections at this minimum shrink 300° setting.

UltraCote features a unique property that allows for a controlled shrink rate based on the selected temperature. While it begins to shrink at 300°, at 320° UltraCote shrinks 18% of its total shrink rate. It's important to use the minimum temperature necessary to achieve a smooth, wrinkle-free finish.

Most modelers don't realize that to further shrink most brands of film covering, it must be heated above its previously exposed peak temperature. In other words, if a covering was already exposed to 320°, it will be necessary to go above 320° to further shrink the covering. Use the lowest temperature possible to achieve a smooth

wrinkle-free finish at the starts and you'll have the largest available shrink rate remaining should you later need to shrink the film.

Watch out for ... stay away from seam lines and edges! Remember, 300° is well above the adhesive activation temperature, and seams will pull away. If you have some stubborn wrinkles close to the seam line, try this trick. Soak a washcloth in cold water, then fold it twice and place it on the seam line, covering the seam but exposing the wrinkles. With your iron at 330°, quickly apply it to the wrinkled area for about 5-10 seconds. The washcloth will keep the seam cool, and prevent it from pulling apart and distorting.

350°F: Maximum Shrink
At 350°, the maximum shrink is achieved. You won't use this setting very often, but it's important to know the total shrink temperature range. That's because the amount of shrink rate you'll have left is based on the temperature you use to shrink the covering.

For example, if you're shrinking your film using 320°, you'll find that 82% of the total remaining shrink is left. That's good! That means that, if in the future you need to re-shrink the covering, it won't be a problem. But a word of caution: use the high temperatures only as a last resort to shrink wrinkles and imperfections. In most cases, if you need to use this much heat, you'd be better off to just replace the covering with a new piece.

Watch out for ... stay away from seams and edges. The higher temperature can cause bubbling and blistering.

More Event Photos



Jayhawk Float Fly

Radio Control Float Planes

Sat. June 25

By: Jayhawk Model Masters

***Location: Bismarck Lake
North Lawrence, KS***



***From Hi-Way 24-40. Go 1.1 Miles East on Lyon Street
To N 9th Street, then 0.3 Miles North***

Landing Fee: \$15.00

Contest Director: Gary Rauckman 785-423-2700

Registration Starts @ 8:00 AM

Concessions & Facilities On Site

Spectators Welcome



Jayhawk Model Masters
c/o Gary Rauckman
1144 N 1100 RD
Lawrence, KS 66047