JAYHAWK MODEL MASTERS NEWSLETTER

AMA Club # 2013
Year 2019

Gary Rauckman, Editor

www.jayhawkmodelmasters.com

April 20 Club Meeting

Smith Center @ Brandon Woods
Lawrence, KS

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

Schedule of Events:

April 20, Club Meeting

April 20, Work Day at the Field

April 20 Des Moines High Wing Fly

May 4, Capitol City Fly-In

May 11, Jayhawk Open

May 18, Lawrence Airport Camp

June 1, Lake Miola Float Fly

June 15, Blue Sky Fly-In

June 22, Jayhawk Float Fly

Jayhawk Model Masters

2019 Officers

President	**Dave Alexander**	**393-7857**
Vice Pres.	**Patrick Deuser**	**766-2604**
Treas.	**Gary Webber**	**312-4840**
Fld Safety	**Darrel Cordle**	**766-8001**
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Board 2yr	**John LaGesse**	**760-2543**
Board 1yr	**Wayne Donavan**	**609-6748**
Editor, yrs	**Gary Rauckman**	**423-2700**

News-wrap

Oh, it's a month later Sat. April the 13th. Its 53 degrees and a 15 mph north wind, therefore, I see no one currently at the field. Thanks for the camera.

Also thanks to all you guys who responded so generously regarding the new battery purchase. When we have need, I'm always proud of the way you club guys provide the funds to do what's needed. The solar system, the mower, the storage building, and the shelter house were all successful fund raisers. Thanks again, You're the best.

I understand that we have a new member who joined online this month; he is from Lawrence and his name is Jeff Toohey. Hopefully he will be at the club meeting this Saturday, and we can welcome him into our fellowship. When I look at the roster, it appears that we have had an excellent renewal response from last years membership. So, were off to another good start again in 2019.

Remember to invite anyone who you think might be interested in the RC Hobby; especially for the May 11 Fly-In. Flyers are ready for handout throughout the city. Speaking of flying events, I was contacted by a pilot from Colorado who plans to attend our June 22 Float Fly; now that's a real commitment.

I have an update on the restoration of my Yak 108; Bill Miller was able after all to repair the wing; so, now I just need to recover and reassemble. Wow, when is there going to be time for that?

At the field

I believe it was March 18 that we had one of those really nice March days. So, I visited the field to see the KU team testing some of their equipment as seen in the following photos.

One of these days, I might even fly; wouldn't that be something.

March 16 Club Meeting

We had 17 people at the meeting, and no visitors this time. The primary discussion was whether to invest in new Lithium-Iron phosphate batteries for our solar system. And, if so, do we buy 2 at $2450, or 4 batteries at $4550. A motion was made with a 2nd that if we can receive donations and/or loans exceeding $2500 than we will buy 4 batteries and pay the balance from our treasury. That all happened, so, they should be ordered by now.

Patrick announced that he will be going rogue in that after today, he will no longer attempt to fly every club day after the meeting. Some of you may be aware that his record streak on Saturday March 16, will be the completion of 50 years of consecutive monthly flying. That's quite an achievement in that I have never made it one year, and most of you haven't either. I have photos of Patrick flying a white airplane in a heavy snow storm; go figure.

Another discussion was centered around the Re-registration of aircraft with the FAA. Also the requirement now in place to display on the exterior your registration number.

To do this go to the FAA Drone Zone and re-register. Faadronezone.faa.gov/#/home. Like I said above the FAA number must now be on the exterior of your aircraft.

Show &Tell

George Jones brought his 2-meter Tori Glider that he won at the Feb. club meeting. He said it was really hard to see when coming straight at you, so he added orange tape to the leading edge to help. It has a Turnigy 3536 motor that uses a 3S 2200 mah battery with a 40 amp Esc. He used mini servos throughout.

Glen Minor was showing his 33 year old rebuilt trainer from 1984; his first RC airplane. Wow, I couldn't find you my 1st, 2nd 3rd and so on airplane. Whole airplane was recovered, and an Eflite 480 motor installed. It flies on a 3S battery with a 40 amp Esc. Glen won the MOM; model of the month.

Oh, he's not through, Glen also won the monthly raffle prize. The Neptune single engine float plane and an XL club polo shirt. Quite a haul for one day. Just another example as to why you don't want to miss any of our meetings. The free breakfast was won by Darrell Cordle.

Work Day this Saturday & a Free Lunch

Yellow subs will be available to all workers. I think the plan is to replace all the wood timbers with composite ones. Paint the helicopter table. Replace bad picnic table boards, and maybe add nose wheel supports to some airplane stands. I image some weed eating is in order, but, no goats available.

Raffle Prize this Saturday
2 meter Tori Powered Glider

Building Foam Airplanes

By Lucas Weakley

Some of you may have seen this article on building foam airplanes, so I will only put an edited version here in the newsletter.

One of the questions I am asked the most from my videos and articles is, “What foam do you use for your builds?”

Although I could go into all of the science about how these foams are manufactured and formulated, in this article I want to discuss my experiences with the foams that I’ve used and, hopefully, give you some ideas for your projects. I also want to share my current go-to foam for building my new airplanes. Let’s get started!

Believe it or not, the foam I used to build my first airplane was Depron (depronfoam.com). This turned out to be fortunate because Depron is easy to work with. It cuts well with a sharp X-Acto knife and it’s easy to tape, sand, and glue.

Depron is a trademarked brand of closed-cell extruded polystyrene that is sold as wall insulation and flooring substrate. Depron is also marketed for arts projects and RC modeling. There’s even a variety of Depron that is specifically manufactured for RC use called Depron Aero. I like this foam. Its stiffness means you rarely need spars or stiffeners. In most cases, the foam forms nicely with a bit of heat, and it’s waterproof because there are no coverings. Sheets come in large sizes with tolerance thicknesses.

This tolerance comes at a price, though. Depron is usually several dollars per sheet. A box of the stuff can set you back a couple hundred dollars! Although this is expensive, any airplane you build out of Depron will have a long life and great performance characteristics. For some, that justifies the costs.

Another foam I experimented with in my early days was BlueCor. Also known as small-cell Styrofoam, this insulation foam was manufactured by Dow and was an extruded polystyrene foam, like Depron. It was waterproof and less stiff than Depron, but easy to cut and sand. It was great for wire-cutting wings and carving out fuselages. It was often used in building full-scale, moldless, composite, experimental airplanes because of its superior strength-to-weight ratio.

A similar foam by Dow, called UtilityFit, is available from Lowe’s (lowes.com). It is sold in 4 x 8-foot sheets that are 2 inches thick. Dow (dow.com) also manufactures UtilityFit in thicknesses of 1, 11/2, and 3 inches.

I built several airplanes from sheets of BlueCor when it was available. I sanded airfoils, shaped full fuselages, and even built a scale Cessna 152 from this material. It was also useful to keep around when I needed a thicker structural piece of material or I had to embed a servo into a part of my airplane. It was also sold in a folded, perforated form that was as thin as hobby sheet foam.

Arguably the most popular foam for park flyers is Dollar Tree (dollartree.com) foam board. Also known as Readi-Board, this is a polystyrene foam sheet with paper backing manufactured by R.L. Adam’s Plastics (goadams.com).