

JAYHAWK MODEL MASTERS NEWSLETTER

SEPTEMBER 1991

A.M.A. CHARTER #2013



MEETING MINUTES

The next meeting will be September 21 1991, 8:30 a.m. at the All Season's Motel.

AUGUST 17, 1991

Bob Hutchins won the ACE Charger. Richard reported a total of \$913.01 in the treasury (\$309.67 of the balance is the Clinton Lake Clean-Up Fund and donations).

We need more members like C.W. Holt who volunteered to put up a new wind sock. Thanks C.W. It was decided to have this year's Fun Fly on Oct. 20. Club members should be thinking of events that they would like to see in this Fun Fly. Bill Elkins said that he has two more videos in his library that you may find of interest. They are Striking Back 1990 and Wringing it out. If interested in viewing these tapes of any of the other tapes in his collection, give him a call.

Emory Price brought a Scorpio Soft Fly. Looks like it should be a good Flyer.

IMPORTANT ANNOUNCEMENT

ELECTIONS FOR CLUB
OFFICERS WILL BE HELD
AT THE SEPTEMBER
MEETING.

JAYHAWK MODEL MASTERS

132 Florida Street
Lawrence, Kansas 66044
913/843-8623

A.M.A. CHARTER #2013

PRESIDENT/TREASURER

Richard Ballard - 913/
843-8623

VICE PRESIDENT

Dave Plamann - 913/842-1837

SECRETARY/EDITOR

Tom Puckett - 913/841-5889

SAFETY OFFICER

Darrel Cordle - 913/749-4146

FIELD MARSHALL

Nate Ericson - 913/843-7395

NITROMETHANE: Here is an article from the July 1991 issue of "R/C Report" that was given to the editor of "ARCS Fly Paper" by Bill Speer.

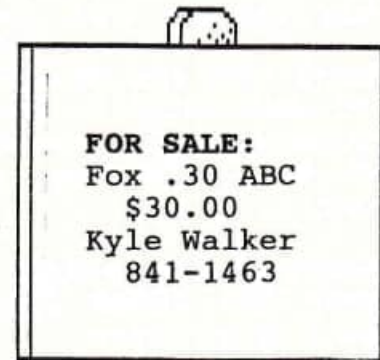
You may have heard a silly rumor going around about the national supply of nitromethane drying up due to the explosion on May 1st of the nations largest nitro manufacturer, Angus Chemicals, in Sterlington, LA. Well, nitromethane is NOT going to simply up and disappear. True, the plant did explode, and true, they will be shut down for some time. Not all fuel manufacturers, however, bought their nitromethane from Angus. Over in Texas there's another manufacturer, W. R. Grace, and some fuel manufacturers, such as Byron's, for example, have been buying Texas nitro all along, and will be affected very little by the shut down at Angus.

This may pose more than just an inconvenience, however, for there is yet another source of nitromethane ... China! Chinese nitro however, is of considerably lower quality than American nitro, in terms of purity, acidity, water content, and others. As far as we know, there are no model airplane fuel manufacturers currently using imported nitromethane. If, however, the fuel manufacturer is unable to get it through his normal sources, then some may turn, at least temporarily, to the imported nitro, and it is not inconceivable that our engines could suffer. I will say this ... I would not knowingly use a fuel containing imported nitro, and would rather use no-nitro fuel.

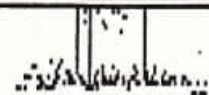
Some of the top American drag racers, with their 2000 to 2400 hp supercharged 500+ cubic inch engines, use about four gallons of fuel in a single run down the quarter mile, lasting less than six seconds! Considering that some are running fuel consisting of 75% or more nitromethane, then we can see than one such drag racer would use more nitromethane in under six seconds than most sport fliers would use in a year! Assuming the use of 10% nitro model airplane fuel, than it would take over 30 gallons of fuel to make three gallons of nitro. How many of us burn 30 gallons of fuel in an entire year??

But, while the modeling fraternity uses only a drop compared to drag racing world wide, both our uses together are but a fraction of that used by commercial interests.

The point is, your favorite fuel may become scarce later this summer, or even impossible to get. Do not panic. You do not need nitro to fly your typical sport plane or trainer, and you may be surprised to see how little difference the nitro makes in total performance. Who knows? You might even learn to live without it!



FOR SALE:
Fox .30 ABC
\$30.00
Kyle Walker
841-1463



HOW TO REPAIR SCRATCHED WINDSHIELDS, CANOPIES, ETC. by Roy Vallancourt of the River City Radio Control Club of Mason City, IA.

Have you ever got to the point where your newest creation was ready for painting and in the course of sanding the airframe, you, by accident, sanded the canopy? If you haven't, you don't use sandpaper and you don't build aircraft with windshields or canopies.

Well, now that your entire day is ruined by this scratchy situation, take heart and let's try to get a clear view of things. First thing to do is forget about this mishap momentarily and proceed to finish the model in all its splended colors, markings, etc. When things look great except for the canopy, now's the time to clear up the problem.

Mask off the entire canopy where the framing meets the fuselage using 1/2 inch or wider masking tape. Now sand! That's right, sand the entire canopy using #600 wet or dry sandpaper, using plenty of water. Pay particular attention to areas with severe scratches. Sand the entire canopy until it looks foggy or sort of like fine frosted glass. By this time you may think I'm crazy but hang in there, your pilot will soon see light. At this point, dry the canopy thoroughly. If the tape has become soggy, remove it, and replace it with fresh stuff when everything is dry. After masking (being careful not to touch any of the sanded area), add whatever method you prefer to cover adjoining areas to protect them against overspray.

Mix up some "Hobby-Epoxy" clear with gloss brushing hardener and about 20% thinner. Let this mixture set for about 15 minutes before using. Take out your tack rag and wipe the entire canopy. Spray one light coat of your clear epoxy mixture over the entire canopy. Wait five minutes and repeat. Wait another five minutes and apply a wet coat. Presto! You and your pilot can see eye to eye. If things are still a little hazy, apply one more wet coat and quit. If blushing appears, hang in there. It will go away by itself.

Let the clear set for 24 hours before removing the masking tape, etc. If you have fine dust specks in the finish, wait three days and wax...that's right...wax the canopy with a good grade of automotive wax that contains a fine cleaner.

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UPCOMING EVENTS:

September 21, 1991 - The Capitol City R/C Club of Topeka would like to cordially invite all the Jayhawk Model Masters to their club Fun Fly Saturday, September 21st. There will be events flown, but only for the sake of doing the event. There will be no competition or Door Prizes. The idea is just to come and have a good time. Flying will start around 9:00 A.M. or whenever you get there.

October 5 and 6, 1991 - SuperBatics Air Show at Forbes Field in Topeka.

October 20, 1991 - Jayhawk Model Master's Fun Fly.

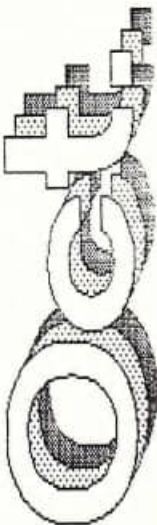
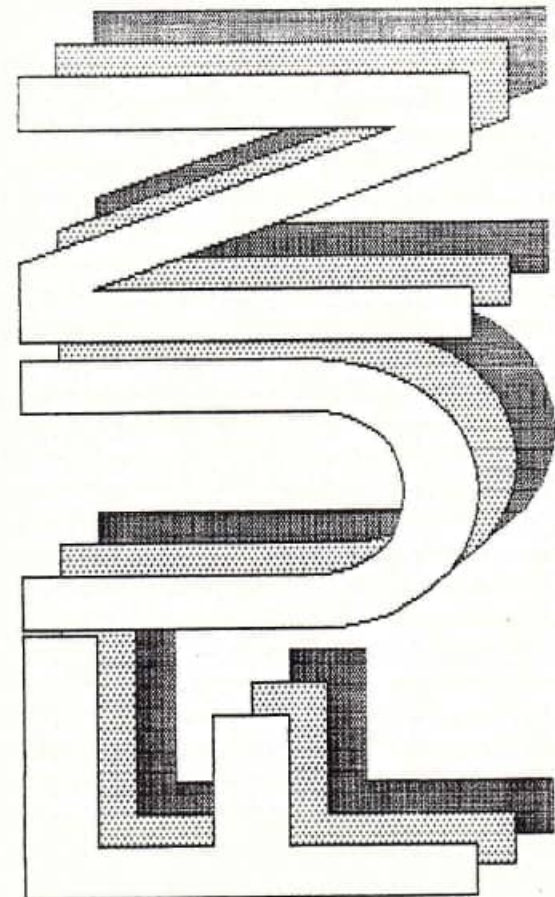
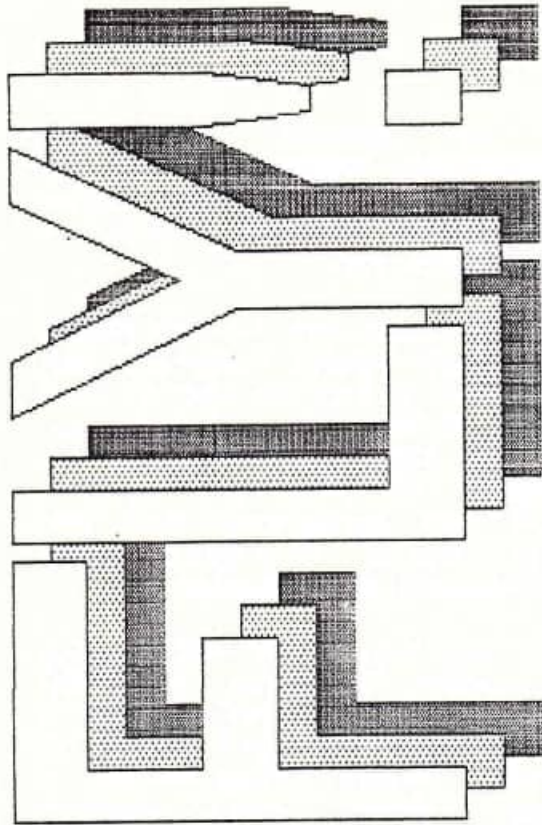
DE PREZ SEZ:

* The Club Jackets will be ready by the September 21st meeting. If you ordered one, bring your \$45.00 to the meeting and pick up your jacket.

* The on again - off again Russian Mig-29 Aerobatic team WILL be at Superbatics '91 at Forbes Field on October 5th & 6th. They made it as far as Elmendorf AFB in Anchorage, Alaska before being denied entry into the United States by the State Department pending the outcome of the coup.

Now that everything is back to normal in Russia, clearance has once again been given and the team was to leave Moscow for Westfield Massachusetts for the first air show on the tour of Labor day weekend.

If what I have heard about the Russian Mig-29 team is half-way true, this should be an event you won't want to miss. For instance, how about a Tail-Slide in a Mig-29 right over the runway that ends in a hover, then accelerates straight up? Or the world famous Cobra Maneuver that mimics the striking movement of a snake while bleeding off several hundred miles an hour in airspeed. Not only that, but the Russians seem to crash a lot at air shows. Better be there!





M A C

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Swap Meet

AIRCRAFT AND RELATED EQUIPMENT ONLY!

October 5, 1991 10:00 AM until ?



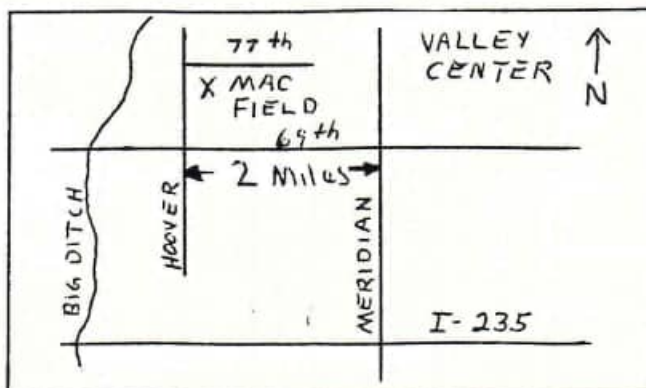
** No Admission Fee **

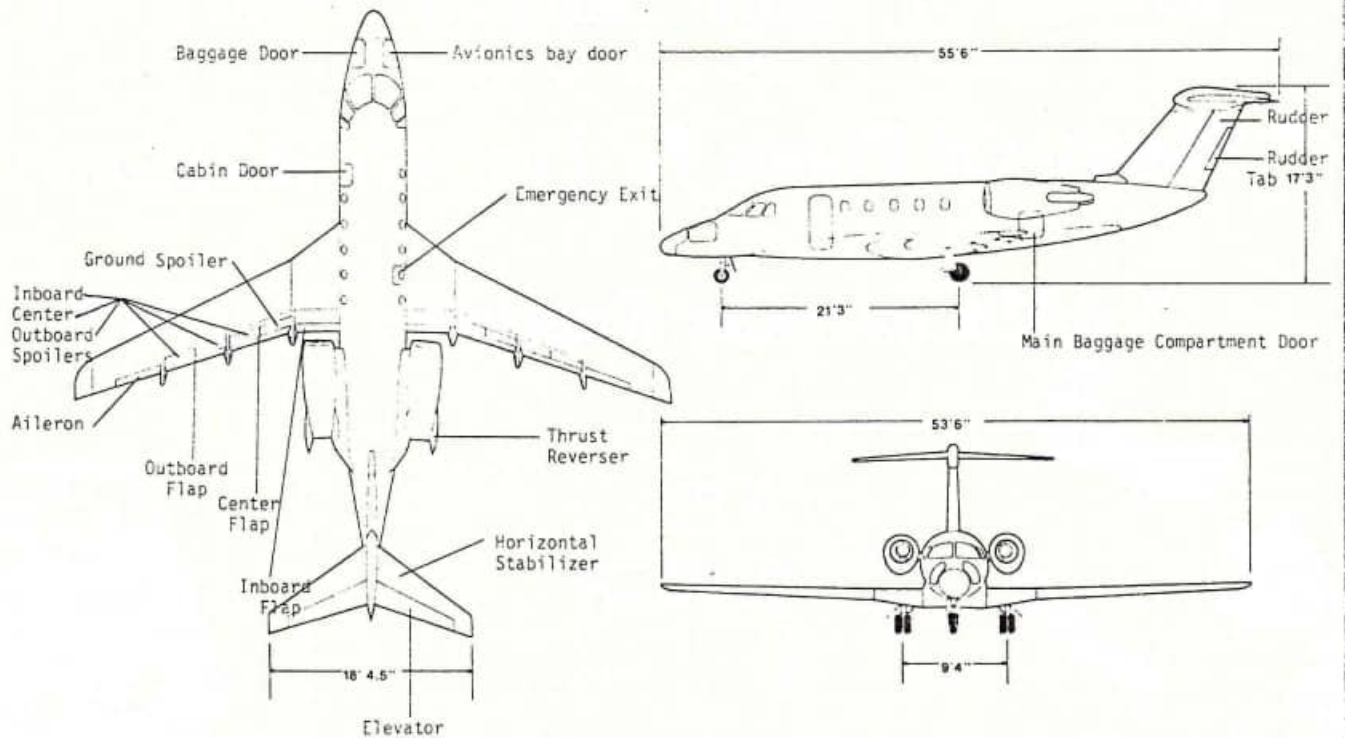
** \$5.00 Per Table/Tailgate Sellers Fee **

(BRING YOUR OWN TABLE)

** Plenty Of Room To Test-Fly Airplanes **

** AMA License Required To Fly **





CESSNA/CITATION III - THREE-VIEW