

JAYHAWK MODEL MASTERS NEWSLETTER

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A.M.A. CHARTER #2013

ISSUE DATE: November 10, 1990

NEXT MEETING: November 17, 1990; ALL-SEASONS MOTEL; 8:30 a.m.

MEETING MINUTES OCTOBER 20, 1990

Richard called the meeting to order. He reported \$706.52 in the treasury. The Fall Fun-Fly grossed \$143.00 with a net of \$70.00.

The door prize for December will be a Futaba 6-channel radio.

The Clinton Clean-Up was discussed. The date has been set for next year. It will be held on April 20, 1991.

Larry Wise will be bringing a supply of empty bottles that can be used as fuel containers for your field box. He will bring them to the November meeting.

Richard requests ideas from the Club Members for the next Fun-Fly. Any suggestions you might have if you were in charge of the event will be appreciated.

All Club Members attending the October meeting voted that any flyer at the field must have either an AMA Card; a Club Membership card; or proof of insurance in the

pinboard before flying. There will be no exceptions to this rule. (I.E., IF YOU FORGET YOUR CARD, GO HOME AND GET IT BEFORE FLYING. THIS RULE MUST BE ENFORCED BY ALL CLUB MEMBERS.)

C.W. Holt brought a Funster-40 which was finished to look like a T-34.

Tom Puckett won the door prizes which was a Sullivan Starter.

The door prize for November will be an ACE A2000 trickle charger.

FUN-FLY RESULTS

BOMBER

- *1. Shumate - 4'9"
 2. Heinecue - 4'9"
 3. Lockwood - 14'7"
- *won tie-breaker

LIMBO

1. Lockwood - 10
2. Callahan - 12
3. Shumate - 12

DEAD STICK LANDING

- 1. Shumate - 13'
- 2. Seufferling - 22'7"
- 3. Bruewer - 26'

LOOPS & ROLLS

- 1. Heinecue - 32 sec.
- 2. Ballard - 36 sec.
- 3. Plamann - 37 sec.

BALLOON BUST

- 1. Shumate - 40
- 2. Plamann - 50
- 3. Lockwood - 50

TOP GUN

- 1. Shumate - 1169
- 2. Heinecue - 1519
- 3. Lockwood - 1687
- 4. Callahan - 1715
- 5. Ballard - 1719
- 6. Cordle - 1766

Congratulations to all the winners, and thanks to all the participants.

PRESIDENTIAL THOUGHTS AND RAMBLINGS

WOW! What a Fun-Fly! In spite of high wind we had a good turn-out and I think it was the first time we haven't had anyone total out a plane during the contest. We saw some Real Good flying by everyone involved.

No doubt about it. The level of competition gets higher every time we have a fun fly, and that's what it's all about! It is getting REAL hard to win anymore, though!

I have been kind of busy the last couple of months trying to Child-Proof my home. Hasn't done any good though. They still get in!

The Dec. issue of R/C Report had an engine test on the FOX .74 engine. Seems as though they had problems with over-heating

just like we have been fighting all summer. Turns out that it's not caused by fuel after all (Just as I have said all along). Duke Fox now admits to a problem with "Severe Pre-Ignition" due to incompletely chamfered boost ports, and/or an over-length head button. If you have a .74 with problems, send it back to Fox for a fix or replacement! (It's about time!) I ran enough fuel through mine this summer trying to break it in to have bought another one!

We have a new Futaba Conquest 6-Channel Radio and three one-year subscriptions to R/C Report to give away at the December meeting. Be sure and plan on being there and bring plenty of money for tickets! The more we make on the drawing, the sooner we can do it again!

AMA 1991 applications came out in mid-October and you should have received yours by now. If not, don't forget to renew ASAP.

Along the same lines, you should find a 1991 Club application in this newsletter. New on this year's form is a place to list your Radio channels. We are trying to get together a complete list of channels in the club and as soon as it is finished we will publish the results in the newsletter. It should make choosing a new radio frequency a lot easier!

Be thinking about what you want to do at this Spring's Fun-Fly. We would like to figure out how to include more Low-Time pilots in this one. If you have ideas, bring them to the November meeting and let's talk about them. See you Saturday morning!

Futaba update: The turn-around time on Futaba's RX exchange program was supposed to be almost same-day service. I sent in two RX's and a transmitter on 10-1-90. It

is now 11-7-90 and I haven't heard anything, so I called to check today. According to the Futaba service rep., the response has been more than overwhelming! They now say a 5-8 week turn-around is to be expected. Boy, glad I didn't send them all in at the same time!

Futaba update: The ATTACK Series Radios are reported to be having problems with interference on AM channels. The R114H AM Receiver is supposed to be the problem and Futaba reportedly is aware of it but has no plans to do anything about it unless enough complaints are received!

If you have a Narrow-Band Attack 4-CH. radio and have noted any problems, let me know, as well as Futaba.

Futaba update: The S-48 Servo is history! Despite assurances to the contrary from their customer service rep., the S-48 has been discontinued and it looks like all the other G-Plug (old AM) Servos, plugs, switches, etc. will soon follow suit. If you think you need any of this stuff, I would suggest you get it now while it is still available. Perhaps a wiser course of action is to bite the bullet and upgrade your equipment to the new narrow band RX with the J-Type FM plug. That's what I am doing.

O.S. update: Chuck Hardman related the problems he is having with the O.S. service center while trying to get his two 120 four stroke pumpers to run correctly. He actually got charged \$17.17 for a new glow plug after sending back one of the engines for the 3rd time. Sort of reminds me of my experience with the FOX .74 except they don't charge as much!! They only try to sell you Fox Fuel! I don't know which is worse!

November meeting drawing will be for an ACE R/C Dual output AutoTrickle Charger.

It looks like a neat little charger, and I'm hoping to win it myself!

AMA Insurance changes: The letter that came with your 1991 AMA application contains the details of some important changes in your insurance coverage. I hope you didn't throw it away before you read it! If you did, we plan to go over it at the meeting Saturday.

DE PREZ

The following article was seen in the Topeka Capital-Journal.

CARSON, Calif. - A model-airplane buff arrested after his radio-controlled craft punctured a Goodyear blimp didn't mean to disable the giant airship, his lawyer said.

"He had no desire to shoot the blimp. He knows the blimp flies there," said William J. MacCabe, attorney for John W. Moyer, 28, Redondo Beach.

Moyer was arrested after the Columbia, one of three Goodyear blimps, was ripped Sunday when a model plane struck it at 1,000 feet above Carson.

The blimp, which was carrying seven Goodyear corporate customers on a promotional flight, made a hasty but safe landing at its base 10 miles south of Los Angeles.

No one was hurt, but the blimp's tail section and gondola were slightly damaged and there was a 3-by-3-foot gash in the blimp's skin.

"PIG PEN" PART II

As most of you remember, on the first flight of Pig Pen, we ran into a little trouble. It wasn't the weather, the pre-flight planning, or all the preparation that went into the attempt. It was using

a tired engine. We made it about 4 miles from the Topeka Field when the engine quit. We fired it back up and made it to the field, landed, and started back. We flew about 3 miles back and the engine died again. The first attempt was a small success; we didn't crash (unless landing in a pig pen, or pasture is considered a crash); we didn't run out of fuel. We just ran out of engine. But we did make it to Topeka.

Well, the second attempt had the same attention given to it as the first, except we used a newer engine and a pump. The wind didn't want to cooperate, it was out of the west at 15-20 mph. The sky was partly cloudy, but the temperature was up around 70 degrees, so the guys in the back of the pick-up wouldn't get too cold.

At 11:58 a.m., Richard lifted Pig Pen off the runway (a semi-controlled take-off) and we all scrambled to our vehicles. After we all got loaded up, we were off. We didn't get much over 25 mph going over because of the wind. Except for having to fly the plane at about 45 degree angle to compensate for the wind, and fighting the tendency to climb when we gave it throttle, going over we used about 70% of the fuel flying at about 3/4 throttle. When we reached Topeka, we couldn't land because because the wind would gust and Pig Pen would climb making it hard to land. So we just did 3 low approaches and headed back to Lawrence. It's probably a good thing that there wasn't radar on the way back, because we had to get the truck up to 60 mph just to catch Pig Pen on some of the turns. Even at an idle throttle setting to conserve fuel, we averaged 40 mph coming back home.

Flying over the lake coming back made the pilots a little nervous. If the engine quit, where would we land? If we could land, would the wind let us have control, or would it want to fly this plane for awhile. After passing what we thought were the last obstacles, we headed for the familiar sites of our Flying Field. Rounding the last corner and seeing the parking lot, I think we all gave a sigh of relief. If we ran out of fuel now, we

could probably glide to the field. Things finally came together on this flight. And we made it.

After returning to the field, everyone present was given the opportunity to fly Pig Pen before Richard landed it.

Richard wishes to thank everyone involved for their time and enthusiasm.

- Airplane - Comet Clipper 3 Channel
- Engine - O.S. 25 ABC w/Perry Pump
- Glow Plug - Fox Miracle Plug
- Fuel - 34 oz. Byrons Synthetic
(6 oz. left upon landing)
- Radio - Futaba FGK 7 and FGK 6
- Prop - Graupner 10-4
- Distance - 30 miles one-way
- Time to Topeka - 1 hour, 35 min.
- Total Flight Time - 2 hour, 46 min.
(includes Topeka and back,
plus flight-time around field)
- Pilots - Darrel Cordle
Richard Ballard
Dave Plamann
- Navigator - Dave Norris

Unless a worthy opponent challenges this flight, Pig Pen is retired!

ENCLOSED YOU WILL
FIND YOUR 1991
CLUB MEMBERSHIP
RENEWAL FORM,
PLEASE RETURN TO
RICHARD VIA MAIL

FALL 1990 FUN-FLY

Special thanks to the following companies for their outstanding support of our club. We gave away over \$800.00 in prizes this time!!

***** MAJOR PRIZE DONATIONS *****

ACE R/C - BLUE MAX KIT and other stuff!
FLIGHT-CRAFT MANUF.-ARROW KIT & FIELD BOXS
MIDWEST PRODUCTS - AERO-ELECTRIC KIT
DEE & MEE HOBBIES -EZ FLOAT KIT

AIRTRONICS INC.

CARL GOLDBERG MODELS

SULLIVAN PRODUCTS

DU-BRO PRODUCTS

R/C REPORT MAGAZINE

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SATELLITE CITY - HOT STUFF

SIG MANUF. CO.

SR BATTERIES INC.

TATONE MODEL SPEC.

TOP FLIGHT INC.

***** OTHER SUPPORTERS *****

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RAM PRODUCTS

FOX MANUF. CO.

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NORTHEAST AERODYNAMICS

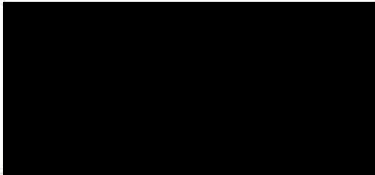
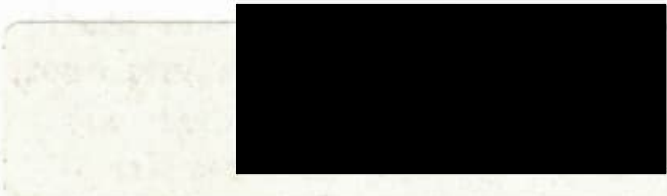
This falls contest was a major success due to the excellent support we received from these companies. Don't forget who our friends are when you buy modeling products!!!

Richard Ballard - President

MAIL 1993 FOUR-TY

Special thanks to the following companies for their contribution

support of our club. We have over \$200.00 in prizes this year!



GRUMMAN F-14A TOMCAT

Wingspan (unswept):	64 ft. 1 1/2 in.
Wingspan (swept):	38 ft. 2 1/2 in.
Length:	62 ft. 8 in.
Height:	16 ft.
Engines:	two Pratt & Whitney TF30-P-414A turbofans
Engine thrust (lbs.):	20,900
Maximum T-O weight (lbs.):	74,349
Operating altitude (ft.):	50,000 +
Cruising speed (mph):	633
Top speed (mph):	1,544
Maximum range (miles):	2,000