

Kansas City Radio Control



MEETING TIME/PLACE THIS MONTH'S MEETING

THIRD WEDNESDAY OF EACH MONTH—7:30 P.M.

CAFETERIA PARK LANE MEDICAL CENTER 5151 RAYTOWN ROAD RAYTOWN, MO 64133

SEPTEMBER 20, 1988

Table with 5 columns: Editor, President, Vice President, Secretary, Treasurer. Lists names and addresses for each role.

NOTICE: The latest date to get items in for the OCTOBER Contacts is OCTOBER 2nd. If you miss that date it will appear in the NOVEMBER Contacts. There will be no exceptions.

Meeting is in the CAFETERIA and the program is good. Bob Williams tells me that there will be videos, videos and videos. The Ace Float Fly, the Byron Bash and the LONG AWAITED B-25 TAPE. Come to the meeting and enjoy all of them.

VP Comments:

The scale masters regional contest was held on August 20th and even though a good time was had by all only three persons competed. Another 10 or so participated in the scale fun-fly and static display.

Your president, Pat Little, set up the darndest concession stand you've ever seen or will ever see complete with the usual menu, chile dogs and popcorn. I understand that he is now qualified and in serious contention to run the concession stand at the national scale masters this fall.

As a member of both KCRC and The JUMBO 49th, I personally consider us sister clubs for several reasons: First we share many members including Bud Atkinson, Carl Lindsey, Mark VanSant, Bill Taylor, Doc Eaden, Herb Hines and others to numerous to mention.

My point is that I'd like to see the relationship between our two clubs continue to improve both in spirit and actual working relationship. One idea that I would like to propose is to invite them to co-sponsor our auction. They have always worked with me to make sure that their meeting was not a conflict in the past and I believe have much to offer in the way of promotion through their newsletter and contacts.

I'm continually amazed at the roll many of our members and friends played in defending our country. Jim Fenton brought to the 49th meeting recently his "yearbook" from the aircraft carrier USS BUNKER HILL upon which he served in 1944 as a dive bomber pilot.

The program this month will be VIDEOS-VIDEOS-VIDEOS. The Ace float fly, Bryons Bash and the long awaited B-25 tape. Come one come all and I hope to see you there.

Bob Williams

FOR SALE: TIPO 750 Only flown approximately 12 times. Plane alone \$225.00. Plane with O.S. 61 FSR with pipe \$350.00. Call JESSE CASTEEL 254-7618

PRESIDENTS CORNER

This months meeting is slated to be at the regular scheduled time and place (the cafeteria) at Parklane. One of the important agenda items is the nomination of officers for the 89 year.

Sadly we report the passing of Charter Club member Dick Stamm. Despite cancer and a total laryngectomy, Dick remained very active in the club. He spoke through a voice activation device and was an absolute master at it. Speaking as a physician, this is an extremely difficult thing to learn how to do. Many can never accomplish what he did and taught others to do seemingly, effortlessly. Dicks niche in the hobby was gliders. Not only was he an excellent pilot, but he made many significant contributions to wing and airfoil design. He is missed. Our heartfelt sympathy is extended to Lila and his family.

By the time you read this you will have already received a letter asking for money on behalf of the club to complete the Contest Coordination Center project. At the July field meeting the unanimous appointment was assigned to me to get these funds raised. A recap of this project is in order.

Contest Coordination Center

The project began in earnest at the beginning of the year as a proposed major field improvement. Multiple club meetings, the creation of a building projects committee, and multiple meetings with the Parks and Recreation Department have been underway for the greater part of the year.

At this point we need \$2,500 to complete the project. If you have already sent in your tax deductible contribution thank you. If you haven't, please bring your contribution and or checkbook to the meeting. All donations will be held in strictest confidence.

The size of the shelter best befitting our needs is available as a prefab kit. The total cost is \$6,500. This includes the concrete slab upon which the building will be erected. If we donate the building, the Parks and Recreation Department will donate the concrete slab and erect the building. The prefab building kit is delivered five to six weeks after it is ordered, but must be paid in full prior to ordering. As mentioned in the solicitation letter I do feel a sense of urgency in that the concessions have been made now. The agreements have been made now. This is an election year. Administrations may change, and the project could get buried or shelved.

Thank yous

Our principle representative and chief negotiator in the contest coordination center project has been Tom Co ok. To say that he has done a good job would be a gross understatement. Frankly, he has wrangled more concessions from the park department than I thought possible.

Dick Taylor, John Britt, Harry Britt, Dick Ross, Charley Reed, Dr. Don Eaden, Bill Taylor, Steve Camp, Jeff Wehmuller, Mike Basta have all spent time in the building committee meetings, and they too are most deserving of a well done.

The Scale Masters Qualifier

It takes a great deal of time and effort to put on a contest. For the third year in a row the participation in the Scale Masters Regional qualifier was most disappointing. To increase participation this year a combined scale-fun fly was combined with the event. An opportunity was also made available for independent static judging without formally entering the contest. The contest ran smoothly. Judging was good. The guys that put on the contest worked hard and you can be most proud of them. Charley Guinn, your judges and all those that helped, **THANK YOU.**

The BD 10 J

Special thanks to our new honorary members Jim Bede and crew, for a fascinating presentation of their new project the BD 10 J ----- a homebuilt supersonic jet -----
WOW !!!

The 88 KCRC officers

As we are winding down the 88 administration I wish to publically thank the guys that helped make this a very productive year. Mr. Robert Williams has been the best right hand man that I could have asked for. Thank you. Mr. Bernard Dick has been a most effective secretary. Thank you. Mr. Micheal McFarland has done a super job as treasurer. Thank you. Charley Reed our editor has done a great job Thank you.

See you at the meeting. Always remember, please:

Safety is no accident PAT

FOR SALE: Super Tigre S-40 engine, the latest version new in the box. I won the engine and already have enough 40 engines. Excellent engine and excellent price .. \$80.00. Orland McKee 353-8667.
FOR SALE: World Engines 4 channel and receiver. ORLAND MCKEE 353-8667.

MINUTES OF MEETING AUGUST, 17 1988:

The august meeting was held at the flying field. A gourmet dinner and world class entertainment was presented by Pres. PAT LITTLE. Meeting was called to order by Pres. PAT LITTLE. Treasurer's report was not given. The minutes of the July meeting were approved as printed in August contacts.

MEETING ATTENDANCE ; 27. VISITOR; one was introduced. NEW SOLO FLYERS none reported. SAFETY REPORT none given. PARK DEPARTMENT REPORT; Pres PAT LITTLE gave the park department report for TOM COOK. PAT reported that the Park Dept would construct the concrete pad for the shelter house.

LIBRARY REPORT; none given.

OLD BUSINESS; SHELTER HOUSE---PAT LITTLE reported that the Jumbo Scale Squadron would make a monetary pledge toward construction of the shelter house, amount not reported. He also reported that with the Park dept providing the pad, that an additional amount of \$2500 was left to be raised by pledges. This is in addition to the \$3000 set aside from the KCRC treasury for the shelter. Pat then asked for a notion that he be appointed chairman of the fund raising drive to obtain the \$2500. The motion was made and PAT LITTLE became the chairman by acclamation. No vote was taken.

ELECTION OF OFFICERS; A nominating committee was selected to provide a slate of KCRC officers for 1989. The committee consists of the present officers plus DOC EADEN & MIKE BASTA.

SCALE MASTERS; CHARILE GUINN reported that the Scale Masters contest is set to go for the weekend of the 20th. He also noted that several more volunteers were needed.

Respectfully Submitted,
BERNARD DICK, Sec.

FOR SALE: Novak Bantam Midget servo and Kraft KPS-33 which is a Bantam Midget in a brown case made by Novak. Both have Deans Plugs and are in perfect shape. \$15.00 each, or if you want both for \$27.50 Charley Reed 353-8396

CONTEST CALENDAR 1988:

September 18 -- Quickie 500 Race, LaCygne, Ks.
September 17- 18 Pattern Contest Norman, Oklahoma

October 9 - Fun Fly Jacomo

November 9-10-11-12 -- TOURNAMENT OF CHAMPIONS, LAS VEGAS, NEVADA

FOR SALE; K&B 40 engine \$25.00. K&B 61 engine \$25.00, TT25 engine (new) Thunder tiger \$25.00, Super Tiger 23 \$25.00, Airplane - Talon T-38A with OS 35 engine \$80.00. Volks Low Wing with OS 35 engine \$70.00 (semi-scale). DICK HINCKLE 763-7207.

"RUN WHAT YA BRUNG"

NO ENTRY FEES NO PRIZES NO JUDGES LOTS OF FUN

Come out and try the pylon course on October 16,1988. The pylons will be set up, come fly the course. You don't have to race anyone, or you can set up you own grudge race, as long as frequencies don't conflict. I want to see everything from 4-strokes to Quadras, maybe even a helicopter. This is for all levels of fliers. There will be no pylon judges. This will be just a fun day of flying. If you've ever wondered what it's like to fly the course, here's your chance. So bring that Hotdogger, Fledgling, pattern plane or whatever you have to fly, and come and have a good time. If you have any questions, ideas, or just want more information call me at 525-6501.

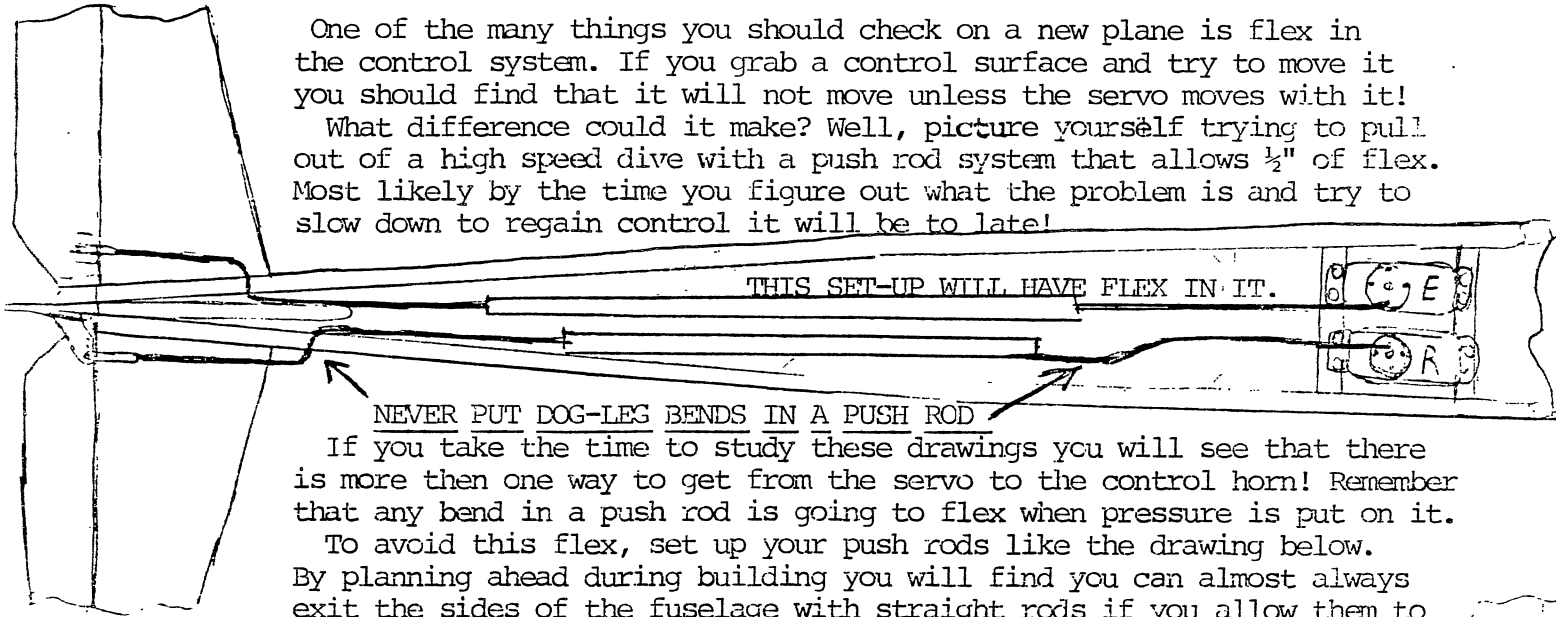
DUANE HULEN

GOOD BUILDING INFORMATION ON THE NEXT SHEET . . . It is from the Lawrence, Kansas clubs Newsletter Richard Ballard wrote it. It is very seldom that I find something that I agree with almost 100%, but this is it. His push rods are perfectly straight and have no offsets in them. that is very important for everyone to realize because bends and offsets give slop and are subject to surface flutter. One difference is that I do not like dowel for pushrod, but prefer 5/16 or 3/8 square balsa. I had a dowel break into a natural frequency oscillation and freeze a servo once. After that I used something else, either glass pushrods or balsa. Here it is, I would recommend beginners remove the page and save it.

HOW TOO: MAKE FOOLPROOF CONTROL PUSHRODS

One of the many things you should check on a new plane is flex in the control system. If you grab a control surface and try to move it you should find that it will not move unless the servo moves with it!

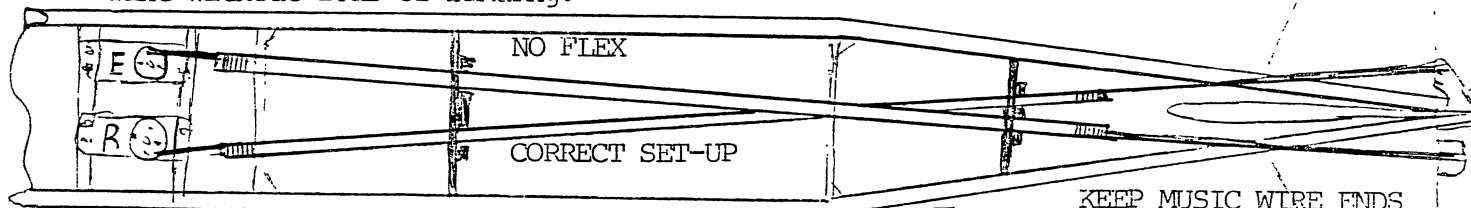
What difference could it make? Well, picture yourself trying to pull out of a high speed dive with a push rod system that allows $\frac{1}{2}$ " of flex. Most likely by the time you figure out what the problem is and try to slow down to regain control it will be too late!



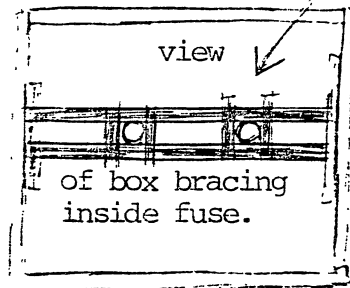
NEVER PUT DOG-LEG BENDS IN A PUSH ROD

If you take the time to study these drawings you will see that there is more than one way to get from the servo to the control horn! Remember that any bend in a push rod is going to flex when pressure is put on it.

To avoid this flex, set up your push rods like the drawing below. By planning ahead during building you will find you can almost always exit the sides of the fuselage with straight rods if you allow them to cross over each other inside the plane. If you are using hardwood dowel as push rod material it will not hurt anything if they touch each other. Friction will be minimal and the contact will help dampen vibration. If you are using NY-ROD or other rod-in-a-tube type control rods you can run them any way you want without fear of binding.



BUILT-IN PUSH ROD BRACE KEEPS RODS FROM FLEXING.

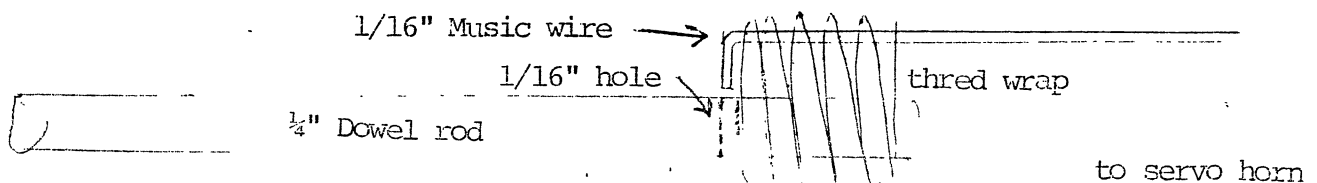


KEEP MUSIC WIRE ENDS AS SHORT AS POSSIBLE.

Another trick you should try while building the plane is to box in the push rods with $\frac{1}{4}$ " sq. balsa. Allow just enough room for the dowel section of the rod to slide freely without binding. If you are using NY-ROD or other rod-in-a-tube type controls do the same thing only glue the tubes where they go through the box braces. As you can see from the drawings, a straight push rod combined with box bracing simply cannot flex under any normal flight loads. The result is a better flying aircraft with a much longer life expectancy!!!!

Shown below is a drawing of a dowel & wire type push rod. Notice that the dowel has a small hole drilled through it about an inch from the end. Notice also that the wire has a 90 degree bend in the end. To make a very positive push rod end, insert the wire into the hole in the dowel and wrap tightly with thred or unwaxed dental floss. Once the wrap is complete, soak it with thin CYA adhesive or Epoxy.

I will guarentee the end will never pull out of a push rod assembled in this manner. Why not try this type of control set-up in that new plane you are building? It will give you one less thing to blame it on if you crash!! RLB



October 16, 1988

NO ENTRY FEES! NO PRIZES! NO JUDGES!
LOTS OF FUN!

NON-RACE DAY

COME FLY THE COURSE

"Run what YA Brung"

Don't have to race anyone, or
set up your own grudge race!

If you've ever wanted to fly the
course, now's your chance.

Pylons will be set-up from

12:00 + 3:00

FOR SALE: Hilistar, OS 61 Helicopter engine with Futaba Gold Helicopter Radio, everything goes, Ready to fly. DJANE HULEN 515-6501.

CONTACTS OF SEPTEMBER 1967

Charley Reed

There was a flash on the front page that said that there would be 600 ft of movies at that meeting. Evidently there had not been any programs for many months and this was to get people to come. It was of the 1967 Nats. The field was in poor shape. It was chat and there were foot deep ruts through it. (Must have had a lot of rain then) A blacktop runway was discussed but it seemed there were people in the club then that thought that if they wanted to fly off it, they should donate to it. The topic was dropped. The 1968 nats were at the Los Alamitos Naval Air Station by the way. The 1968 nats were to be held at Olathe so many interested people from the KC area attended. The big thing that was brought out was that all the club members from there had on the same colored shirts, identified by their logo. KCRC used to be like that, What happened?

There was a report of the Tulsa Contest, Bill Reed won first, and Mike Laboi won second in the Class 3 Expert class .. both were 16 years old at the time. Bud Atkinson won first in scale, yes Bud was competing in those days. This was the year that all classes of R/C (pattern, Scale, Racing, Etc) started their own advisory board to the AMA. This has worked well ever since. A pitch was made to have at least 25 to 30 entries in the Olathe Nats from the general Midwest area, KC, Lincoln, St. Louis, etc. A picture showed Frank Garcher (President of Midwest Balsa, Byran Lakin and myself holding a prototype of the Midwest Sky Squire trainer. We named it the Tree Squire because Frank had put it in the top of a tree. Frank had his famous Scotch Tamm on his head.

Lots of pictures still. The first was an odd one. How many of you remember that Bud Atkinson designed a pattern plane with ailerons and a shoulder wing at that? It had a hole in the side that the wing slid through, really a high mid wing. The name was "Compromise". The Bob Williams (in a crew cut yet) built a plane with ailerons. He said it flew and was controllable. Then Kermit Nessith and one of his fleet of Aristo-Cats. Next was someone most of you do not know, but probably will see again soon. Joe Engleman. Joe always liked semi scale planes and usually a biplane. They normally were from the World War I era. The radios in that day did not have enough buttons on them to make the models fly too well, but I will tell you that Joe always did better than most with that type of plane. Next, a person I did not remember, Bob Hartley. He had almost all single channel jobs and flew from fields at the south end of KC.

Then a picture of Bill Reed and his low wing, Dennis Perduski and a high wing, Kenny Gottschall and a low wing job, think it was a Candy. Last on that page was a shot of Bill and myself at the St Louis contest. I had a Class 2 job and he had a Class 3 or else he would have beaten me.

Then there is always the back page and this had a lot of equipment for sale. It always interests me to see what people had 21 years ago and how much it was worth. This hobby is cheaper now than it was then. Herb Hines had a propo Digimite 8 used for \$300.00. Hubert had an old Citizenship reeds for \$150.00. Bill Scarboro also had a reeds for \$150.00 and Stan Karp had a propo Digimite 8 used for \$300.00. Now the part that will make you cry, Bill Reed had a OS Max 60 R/C engine that he won, new in the box, for \$20.00. I had a Falcon 56 kit for \$5.00, again new and in the box.

The last picture was of a plane I built from a Goldberg Skylark Kit. It was highly modified and had a Veco 45 in it. If I remember right it was so highly modified that it flew so well and so fast that during a snap roll the whole tail end parted company with the fuse. For some reason I built one according to the kit, and offered it for sale.

That's the end of the 21 year remembrance, we need articles for the Contacts. Why not do your part and describe how you do something that others will benefit from.

Kansas City Radio Control

FIRST-CLASS POSTAGE

CONTACTS

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