

NEWSLETTER

CAREERS FOR WRITERS

DATE: Thursday, May 8, 1980
TIME: 7:30 - 10:00 p.m.
PLACE: Clear Lake Park Bldg.
PROGRAM: The Care and Feeding of Model Engines by George Seigler!!



PREZ'S CORNER

(by Dave Thomasson)



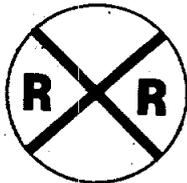
My congratulations to Mike Moore for not blowing his cool under rather trying circumstances! Mike was hit by a taxiing airplane while he was flying a borrowed plane. In addition, to top it off, high speed flutter during a Split-S deprived him of both ailerons. He managed to bring the aircraft in with only a broken prop resulting from a grass landing. Good job, Mike! (Ed.note: Mike should be more careful whose plane he borrows!)

Many thanks to Hal Rosenberg, Don Fisher, and Tim Brown for all their efforts setting up our visit at the last meeting to NASA and the Gossamer Albatross & Orbiter mockup displays. Thanks, guys! It was an excellent program!



ALBATROSS

In case you didn't notice, our new V-Prez R. Centnar was not at the last meeting. I have since learned he tried to retract his personal landing gear under very unfavorable circumstances and will be on crutches for 2 - 3 weeks or so. Dick suffered a "very hard landing" when railroad crossing arms came down in front of his motorcycle. Get well soon, Dick!!



SIR RICHARD ATTACKING THE RR!

Our first club FunFly contest was a moderate success. The egg-timer portion was won by "yours truly" with a superb display of flying skill!!

The Foker Hand was won by Pete Campo -- obviously pure blind luck and a pair of Jacks on the draw. Overall winner for the day was Pete, again the lucky flip of a coin with Dad Campo. This relegated my pure skill to 2nd place...sour grapes on my part, Pete - Congratulations! But lookout, we'll all be after you in the upcoming sailplane event in June. The 3d place was copped by Ken White. So, a gallon of fuel to the top three!



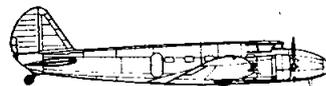
THE WINNER

At the last meeting, Model of the Month was won by Dennis Smerz with his very nice Midwest "Jetster 20". He has written a very thorough article on this bird which you will find elsewhere in this issue!

RAH MOREE



HURRAY!! A Distribution Committee at last! For a few months now, the club has desperately needed a distribution committee to help spread litter upon the land. Suddenly we've got one! In a bold display of bravery, Moree Morris has volunteered to take over this job. It's one of those low-profile jobs which are essential to the operation of a club. So now the Editor can sleep more soundly, knowing that the blight will continue to be spread over the world.....



We're looking for ..

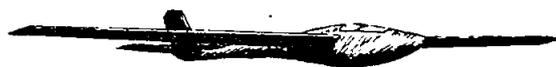
THE SOARING BUFF!

That's right! But it doesn't say the expert soaring buff. Everyone can't be a Hoffman, Ross, or White (see picture of MSC/RCC expert demonstrating a Javelin launch) -- but lot's of us do have "things" that can be pulled up on a winch or high start and will then fall out of the sky at a civilized



rate! Of course, we're talking about the 9th MSC/RCC Annual Soaring Contest on Sunday, May 18th, and everyone who can should try to enter. But why? Because it will really be two contests! (Ed.Note: if you've

read the enclosure, you can skip all of this) The 3 minute precision and the 10 minute duration events will be flown as usual with trophies to 3d place...BUT, an additional set will be awarded to the top 3 combined scores of club members only! With that kind of incentive, even Tim Brown may show up for his once-a-year sailplane flights using the 13-year-old homemade transmitter (if his batteries is still hot)! So dig out those glamorous L/D's and let's have at it! (Hal Rosenberg)



EVERYTHING YOU NEED TO KNOW ABOUT THE EXOTIC



(Ed. Note: Okay, okay, so there is nothing exotic about ducted fans; however, we sure haven't seen many of them around here, have we? Well, Dennis Smerz has done an excellent article for us on his Model-of-the-Month Jetster "20" so we'll get interested in fans and start building a 15' Boeing B-52!)

SPECIFICATIONS

Name & Type - Jetster "20" sport fly ducted fan.
 Manufactured by Midwest, purchased from Hobby Investment (less radio) - \$173 Barn.
 Wing span, chord, area - 48", 10", 430 sq.in.
 Recommended engine - K&B 3.5 R.C. rear exhaust.
 Fuel tank capacity - 4 oz.
 Control functions - Ail, Elev., Throttle,
 Building instructions provided on plans.
 Ducted unit manufactured by Midwest, size "20".
 Building instructions on plans and in booklet.
 Instruction manual with photos.
 Weight (dry with radio) - 4 lbs 14 oz.
 Covering: Solarfilm - Metallic dark red
 MonoKote - white
 MonoK. Trim - black, white, aluminum
 Top Flite trim stripes - black 1/4" & 1/8"
 Wheels - Kraft Slim Line 1 3/4"

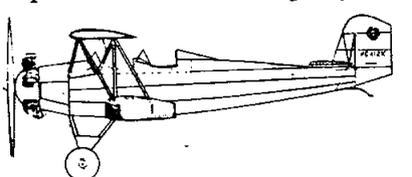
CONSTRUCTION COMMENTS

DUCTED UNIT: It is best to build duct unit first so that you get used to it and its application (if this is your first, like me). As a whole, the unit builds as per instructions. Heed all warnings and the sequence of assembly. There are many completion features such as the plumbing (fuel supply and vents), methods of attaching the inlet, outer shell, and the design and length of the outlet. All are left to the modeler's discretion, but there are recommended ways with details provided. But, take my word, build these areas for easy access and assembly & disassembly...a minimum of 6 times for me!

FAN Reasons: fitting blade assembly, motor alignment, mounting on plane during its construction, and carb adjustments (idle & arm travel). Be patient and spend the time to think out cause and effect such as drawdown of engine by bolts and screws. Do not tighten down screws too much; rather, use Loctite, locking bolts, etc., for the permanent aspect of assembly. Time: one full weekend, less painting. Hot Stuff & silicone rubber used for adhesives. Problem areas are:

- Blade balancing: difficult even with a high point balancer.
- Front & back face of blade hub assembly not parallel.
- Flat spots in housing inside diameter.
- Difficult to clean up molding flash.
- Real problems with removing mold release agent from inlet.
- Screw selection could be better.

JETSTER "20" KIT: assembles very well. Wood selection better than average. Wing halves built right on plans. Used Hot Stuff for the assembly except for 15 min. epoxy on front nose



block assembly, wing mounting blocks and holding pin, & joining the panels. Used baking soda and Hot Stuff where strength in wing would be needed. This is a very good kit! Problem areas were:

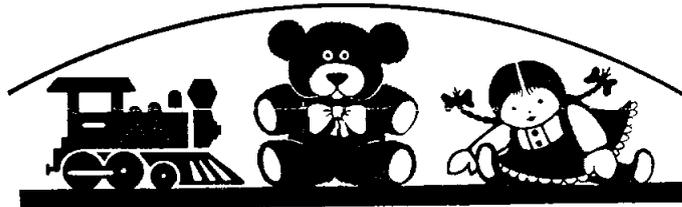
PFOUR PFANS

- Some difficulty in shaping nose block.
- Covering this plane with mylar film reduces weight but does not finish as well as expected. (Solution: improve skill of builder related to iron-on coverings) Honestly, this is the only way to go to keep weight down.

PERFORMANCE

Have not flown Jetster "20" yet, but have taxied around and throttled up to a high ground speed. Tends to lift (I think) at about 100' (no elevator). Handling on ground very good. Vibration is very high and plane (with film covering) will show vibration stress on wings as you go through RPM ranges. Engine tends to run hot due to loading on blades when put inside unit. Must be run very rich to insure no lean-out when engine unloads. Used Mac's 25° offset header and muffler/pipe. 15% club fuel has more than enough nitro (ran a little cooler and saved using 6 to 7 plugs during bench runs). Using Irvine 40 carb and Robart pump. The fuel tank is too small for any run comparable to a normal 10-15 minute flight. Fuel tends to foam badly due to vibration: solution is to locate a tank in the fuselage and use a pump. Idle very good at 4 to 6,000 RPM. Good response to throttle. As a whole, I think it will be a good flyer and a lot of fun!

(Dennis Smerz)



Don't forget that on May 3 (that's THIS SATURDAY, Figgnewton) another "Beginner's Day" will be held at Ye Olde Aerodrome & everyone will come to crash airplanes & have fun! Let's all be there and improve

our skills as instructors, inspectors, and (hopefully) future hot pilots. Remember, the more of us who fly, the more we help the hobby industry make money! So get prepared for it like the happy modeler's wife who is shown in a typical pose prior to hubby's first flight!

