



# JAYHAWK MODEL MASTERS NEWSLETTER

Jayhawk Model Masters | AMA Club #2013 | March 2022

[jayhawkmodelmasters.com](http://jayhawkmodelmasters.com)

## Club Meeting, March 19

**New Time and Location!**

**Six-Mile Chop House, 4931 W 6th St,  
Lawrence, KS 66049**

Lunchtime instead of breakfast  
(see below)  
Please join us.

### **Schedule of Events:**

#### **March 19th, Club Meeting**

11:00 a.m.: Lunch & socializing

Noon: Business meeting

Club meetings—normally on the 3<sup>rd</sup>

**Saturday** of the month except:

- No meeting in May
- No meeting in August
- September meeting a week early (Sept. 10)

### **2021 Flying Events**

- April 9 - Cap City Fly In/Swap Meet
- May 14 - Jayhawk Open
- May 21 - Cap City Open Fly-In
- May 28 - Jayhawk Electric
- June 5 - Riley County RC Flyers  
(Manhattan KS) Open Fly-In
- June 12 - Topeka CL Assn Fun Fly
- June 18 - Blue Sky Open
- June 25 - Jayhawk Float Fly
- July 9 - Cap City Warbird Fly-In
- July 23 - Jayhawk Fun Fly
- Aug 29 Topeka CL Assn Aerobatic Contest
- Sept. 11 - Cap City Memorial
- Sept. 17 - Blue Sky Big Bird Memorial
- Sept. 25 - Jayhawk Big Bird
- Oct. 8 - FAE Fly-In

**Newsletter Committee:** Dave Alexander  
(Ed. In Chief), Scott Stordahl and Glenn  
Minor

### **2021 Club Officers**

*President* Scott Stordahl  
(816) 215-2880

*Vice Pres.* Mike Randel

*Sec./Treas.* Jim Morris

*Field Safety* Glenn Minor

*Board 3yr* John LaGessee

*Board 2yr* Phil Abbadessa

*Board 1yr* Gary Webber



***The Year's Not So New Any  
More; Have you renewed your  
JMM Membership?***

Thanks to all who have renewed  
already, most of you are set for the year.  
BUT, we still have a handful of holdouts.

*Time to stop procrastinating, renew today.*

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**March meeting raffle prize!**

## February Meeting Notes

By Dave Alexander

Scott opened the business meeting at Jefferson's West restaurant a bit after noon. We had a corner area to ourselves, and about a dozen members were present. Although we did fit (barely) this location, next month we will have a separate room with more space at Six Mile Chop House.

Scott brought us up to speed on tasks for the next work day: moving the lime screenings to low areas around the pits; rebuild the bid work table, possibly as two smaller ones; paint shelter posts and bleachers. Also, someone suggested putting low strips on the front edge of the work stands to prevent rollovers before wings are attached. Others were concerned about possible prop strikes on said strips, so we may add them close to the uprights instead.



Our tech gurus (Jim M., Gary W.) pointed out that we now have a higher data rate for the webcam, and the question was raised whether we should double the refresh rate or add a 2<sup>nd</sup> camera. The consensus was for a 2<sup>nd</sup> camera, now we need to know if the WiFi signal is strong enough to reach the shelter.

Jim M. and George J. described issues with the solar system, including a surge limiter removed by Cromwell that we need back, and the need to periodically balance the new lithium batteries (not needed with the old lead-acid ones). Officers will look into the surge limiter and institute a schedule to check battery balance semi-annually.



As Glenn M., Safety Officer, was out sick, the safety report consisted of the warning, "Don't slip on the ice!"

Mowing Crew Chief Spencer Keith was not present. Scott told us that several of last year's mowers have re-upped, but we are still looking for one or two new mowers.



Perhaps the most critical issue of all was saved for last: *what are we doing about food for this year's events??* Patrick has been in touch with Level Up Creations, who provided food for some of our events last year. Given that they have a wide variety of menu options, and that the attendees seems very happy with their food, we decided to have them back.



The only show-n-tell was George J.'s new Spektrum NX10 transmitter. I remember when programmable radios first came out, there were dark mutterings about how the radio did all the flying, while others called them "dial-a-crash." Well, this radio might not fly your plane for you, but it can talk to the Internet, talk to your smart phone, tell you the percent charge of your receiver battery, and download more information from your ESC than a normal person would want. No word yet on whether it will make coffee, though.



We accidentally forgot the treasurer's report. For the record, our beginning checkbook balance for Jan. was \$5993.06.

We had income of \$530.94, mostly from dues. We spent \$302.62 on AMA fees, tarps and supplies for enclosing the shelter, and web hosting. Our ending checkbook balance was \$6,221.38, which gives us a net worth with cash on hand of \$6,608.38 to start February.



## Seen at the Field

On a recent warm, calm day, Suman Saripalli arrived at the field with a very unusual-looking free-flight model with what looked like some kind of 1/2A engine. Turns out it was a diesel engine that is on an Around the World trip!



Suman says: "The postal event for this "traveling engine" started in England, and is called "Fly the World". Basically, anyone interested signs up to fly the engine in a plane when the engine reaches them via mail from the previous "user". You fly the engine in a plane of your choice, and then send the engine on to the next person in line. The engine reached me from Canada, having already been in Europe and Australia.

"The plane is a 1969 Ray Malmstrom design called the Skyrida, which is very characteristic of this British designer who was known for his out-of-the-rut designs. It is all balsa, and has sheeted wings. The all-up weight is just about 150g (5 oz). I chose this design because it has an underslung pod which protects the high-mounted engine. As you saw, it is a very stable

flier. I tried to time the duration of the engine run, to make sure the plane did not catch a thermal and fly away. The plane is flown freeflight- no RC. Start up the engine, and launch!

"The engine is a Red Fin SAM 50 diesel, set up with a fixed throttle (not RC), and suitable for freeflight or control line airplanes. The engine



is a ball-raced, CNC-'ed jewel, and follows the old side-port engine diesel designs popular in England in the 1940s-1960s. Very user-friendly, and easy to start. I run them on kerosene/ castor/ether mix. The engines can be purchased at <https://www.redfinengines.com/>."

Suman says he was delayed by travel, family activities and then the snowy weather, but, "I finally got some beautiful flights done yesterday, with Paul Morgenroth capturing the proceedings on camera."

One of the KU Aerospace labs had a sadly less successful flight. Your correspondent was not quick enough to get a closeup of this hybrid quadcopter/fixed wing VTOL drone, so you have to squint to see it hovering in this photo. After a successful vertical take off and transition to forward flight, a few minutes into the flight all power and control was lost. A steep dive resulted in sudden impact with terra firma, an unfortunate loss for one of our corporate members.



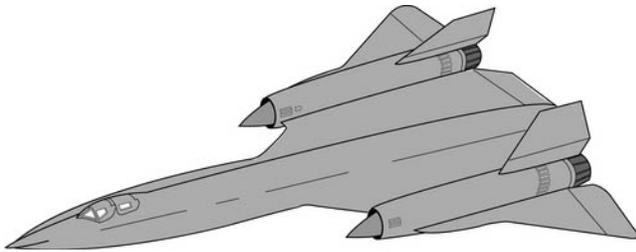
More pix (thanks Mike Weinsaft!):



The front office of Spencer K.'s big MiG-29 EDF.

KU student Gabe B.'s nice-flying foam F8F Bearcat.





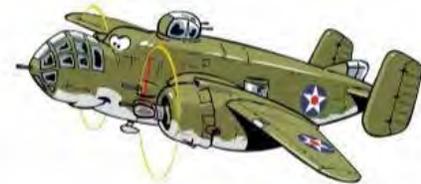
## **2022 Build Contest Entries**

(As of Jan. 1)

|                  |  |
|------------------|--|
| Scott Stordahl   | 40 sized SR71 RCM Plans (SR71) – Glow    |
| Scott Stordahl   | 40 sized SR71 RCM Plans (A12) – Electric |
| Scott Stordahl   | 150% Enlarged RCM Plans (SR71)           |
| Scott Stordahl   | Quicky 500                               |
| Gary Rauckman    | Northstar                                |
| Jim Morris       | Top Flite Contender                      |
| Jim Morris       | Quickie 500                              |
| Jim Morris       | Cloud Dancer 120                         |
| Jim Morris       | Super Bat (aka Raven)                    |
| Glenn Minor      | Great Planes Cherokee 40                 |
| Loren Kloft      | SIG Kougar                               |
| George Jones     | Edge 540                                 |
| Patrick Deuser   | Broomhilda 2.0                           |
| Patrick Deuser   | Super Decathlon                          |
| Bob Charlesworth | Zirol B-25                               |
| Mo Belazrag      | 3-D printed F-86 90mm EDF                |
| Mo Belazrag      | 3-D printed FanBlade                     |
| Mo Belazrag      | 3-D printed Panthera                     |
| Dave Alexander   | Jim Ryan park-scale P-38 Lightning       |
| Dave Alexander   | Keith Sparks OV-1 Mohawk                 |
| Phil Abbadessa   | 60 sized Top Flite Corsair               |



*Piper Cherokee-180*



## Safety Corner

March, 2022

### **Flight Box Spring Cleaning**

*By Glenn Minor*

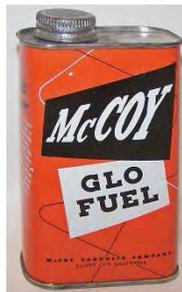


With Spring around the corner, for those of us who tend to leave winter flying to the truly devoted, it may be a good idea to break out the flight box for a quick inspection before heading back to the field.

Here are some general tips:

#### **Liquid Fuel**

Consider if the fuel is still good based on type and average shelf life once opened.



#### **Fuel Pump & Lines**

Run some fuel in and out of a spare fuel tank to check for any leaks and make sure your pump is working.

#### **Batteries**

Charge them a day ahead in a safe location then check them next day to make sure they're holding the charge.

#### **Rags or Paper Towel**

With liquid fuel, cleanup paper towels or rags are a must. If you're flying electric, it's still a good idea to have at least one good rag or paper towel on hand for normal field debris such as moisture, dirt or grass.



#### **Hand Cleaner**

If there is a liquid fuel spill on skin, what's your favorite product for a quick cleanup? How do you handle a fuel spill?

Let's share ideas about this at our next meeting!

Having working gear the first time out particularly for seasonal flyers translates to a safer and more enjoyable time the first day back to the field.

Glenn

## From the President...

By Scott Stordahl

It's official, I'm calling for the end of winter! It is 70F out at the field and the only excuse for not flying is working on your build contest plane that you put off until now. As I look on the field camera, I see no flyer so we must all be building.



By now everyone knows March's club meeting will be held at the 6 Mile Chop House and Tavern. The location was recommended by one of our board members, Phil Abbadessa. If it turns out to be a good location, I'll remind everyone next month it was my idea otherwise I reserve the right to throw Phil under the bus, if necessary.

If attendance is substantial, we will raffle off last month's plane, the ever-popular FW190. What's my definition of substantial? Well by my count eleven showed up to the February meeting so if we beat that, we will raffle off the plane, bring your \$20 bills.



March Raffle Plane

Has anyone finished their build contest plane or planes? I know I haven't. The Grand Prize is of course the Super Skybolt Biplane. First place is \$100, second \$50 and third place \$25. Yes, if the Grand Prize winner is too intimidated by the Super Skybolt they can trade down, but it would sure be nice to see it entered in next year's build contest!!!

Don't be scared to attend Saturday's club meeting, there will be no workday afterwards, but we are leaning towards a workday tentatively March 26<sup>th</sup>. We need to disperse the lime screenings and a few other odds and ends. Please bring your suggestions and opinions on what needs to be addressed at the next workday.



Sorry this month's article is a little short. I'll work at least twice as hard on next month's column, I promise!

***Until next month, be safe and fly often!***

