

JAYHAWK MODEL MASTERS NEWSLETTER

Jayhawk Model Masters | AMA Club #2013 | March 2024

jayhawkmodelmasters.com

Club Meeting March 16th

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

11:00 a.m.: Lunch & socializing
Noon: Business meeting

Club meetings—normally on the
3rd Saturday of the month
except:

- No meeting in June or
August
- September meeting a
week early

2024 Flying Events

*Note new dates for Rocketman
Rally and Big Bird.*

- May 4 – Jayhawk Open*
- June 1 & 2 – Rocketman Rally*
- June 15 – Blue Sky Open Fly-In
- June 22nd – Jayhawk Float Fly (*at
Clinton Lake*)
- July 27th – Jayhawk Fun Fly*
- Sept. 21 – Blue Sky Big Bird
- Sept. 28 – FAE Fall Fly-In
- October 5th – Jayhawk Big Bird*

*At Clinton International Model Airport

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

NOTICE: As of 3/14/2024, all local
clubs—Cap City, Blue Sky, and FAE—
have approved FRIAs!! Alright!!

2024 Club Officers

President Patrick Deuser
(785) 766-2604

Vice Pres. Scott Stordahl

Sec./Treas. Glenn Minor

Field Safety Vernon Nelson

Board 3yr Mike Brown

Board 2yr George Jones

Board 1yr John LaGessee

 **PAST TIME TO RENEW CLUB
MEMBERSHIP!!!** 



**THIS MONTH'S MEETING RAFFLE
PRIZE**

Phoenix Models Corsair 59" ARF

OR

Sig 4-Star 60 Kit

February Club Meeting

By Scott Stordahl

12:49 - Patrick called the meeting to order



- no visitors or new members
- Treasury report - Glenn
 - Balance \$7889.02
 - CD \$2029.90
 - Club Charter paid for 2024 to AMA.

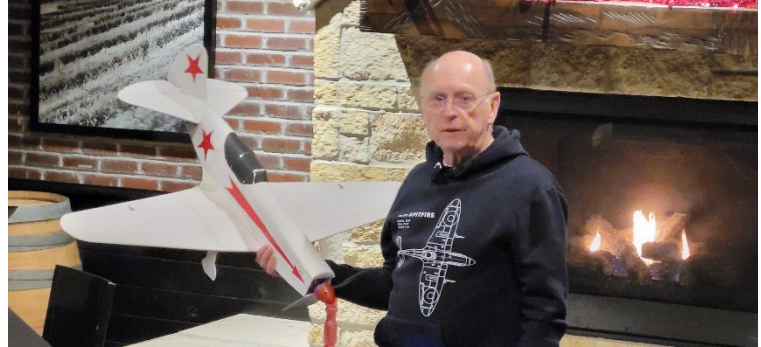


- Safety report - Vernon in Florida
- Field report – Scott



- Will send out mower schedule for mowers to sign up.
- FRIA applied for Boat Ramp #7 (Float Fly)
- RID waiver will be issued for Float Fly if FRIA falls through.
- Membership survey - Patrick
 - Questions need to be compiled.
 - Survey to come via email.
- New Business
 - Mike Weinsaft asked about foam airplanes purchased last season.
 - Plans this year are unchanged, Travis intends to come to JMM events.

• Show and Tell



- MiG 3 from Flite Test plans, maiden off grass, performed well -Wayne Donovan.



- Tiger from swap meet (Phoenix model with OS95 four stroke)- Glenn Minor
- Vote for model of the month - winner Wayne's Mig 3

- Raffle draw by Greg Inkman
 - Winner Glenn, chose engine stand.



1329 - Meeting ended

Building UltraSport .60: **Part 2**

By George Jones

[To inspire all you other members working on UltraSport builds, here is George's latest progress report.]

Progress on my US 60 Build

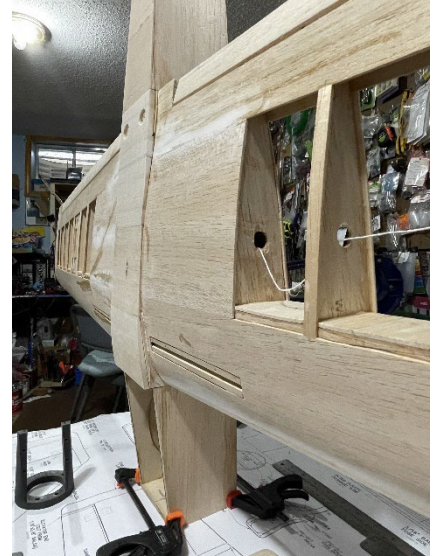
Since the last newsletter I have fitted the wing to the fuselage and the wing mounting and attachment is done.



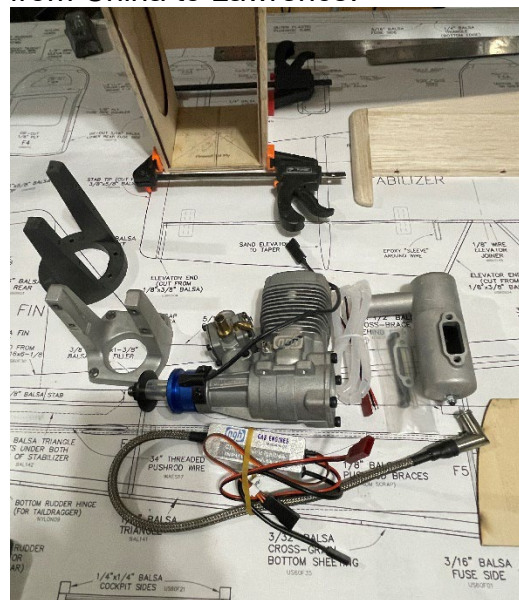
The bottom sheeting is completed to the leading edge of the wing.



The fuselage is not complete yet as you can see but it is ready for the tail feathers and the tail feathers parts are glued together, hinged shaped and fitted to the fuselage but I have not glued them on yet.



Been waiting for the engine and muffler to come so I can finish the front end of the fuselage. The engine arrived today 3/8/24; still waiting for the Pitts muffler—13 days from China to Lawrence.



The engine is a NGH 17cc gas 2 stroke with Electronic Ignition.

That's all for now.

The P Factor

Greetings fellow Model Masters! I hope this issue of the finest newsletter this side of Clinton International Model Airport finds you all healthy and almost finished with your winter builds. I myself have had to take a break from almost all model building and flying for a personal wing repair. I had shoulder surgery on Jan 24th. Easily the most painful and longest recovery time of any surgery I have ever had. They tell me I may be able to resume some light to moderate modeling activity around Memorial Day. I'm hoping to do better than that, but time will tell.

I was able to make it to the KCRC swap meet earlier this year. It was fun to see some great deals and some really neat projects. I also saw a lot of friends from other clubs. It was nice to visit and I am looking forward to trying to support other local flying events this summer when I am able to really fly again.

I was able to get out and fly while I was still in the sling with the help of Greg Inkman doing all the heavy lifting for me. (I have a 2lb weight restriction and limited mobility of my right arm) It provided just the right opportunity to knock the rust off, and it was just too nice of an evening not to fly.



Greg and I at the FAE field in Topeka

I also recently acquired a Night Radian 2 meter powered sailplane courtesy of a drawing at the Blue Sky Club meeting (its not just the Model Masters that help keep hangar space at my house in short supply). It's not

typically the type of plane that I usually fly because it's not particularly fast or aerobatic but it has proven to be a lot of fun. I was thrilled to win it as I now have another airplane to fly at night. I replaced the LED control module that comes in the kit with one that I found online from wingnuttech.com which allows me to control the lights from the transmitter instead of having to dig into the fuselage and push buttons on the controller to select a lighting mode before flying. It also has a neat altimeter mode in which more lights light up the higher the plane is and they begin to turn orange over 400 feet. The lights in the tail turn to green when the plane is climbing and red when its descending. It also has nav lights and strobes on the wingtips. Putting the plane together consisted of tightening 2 screws and installing 4 pcs of tape on the horizontal stab. So simple even your club president could do it! Pretty cool!

This month has been rather windy so if you don't have a good wind airplane you are probably itching to fly. Use the time to go through your airplanes and make sure everything is ready to go for when the weather finally decides to cooperate. Check batteries, fix loose covering, check the clunks in fuel tanks to make sure the lines in the tank aren't stiff, and just look for any "deferred maintenance" items to fix so you are ready when the time presents itself.

What makes a good wind airplane? Typically its something with a lot of power and a higher wing loading. It doesn't hurt if it's a little older or beat up too in case of a mishap. Its actually quite fun to fly in the wind and it only improves your piloting skills and comfort level. Start slowly and increase your personal limits as to what is and isn't flyable conditions. You will be glad you did!

Well I'm about out of space for this month. If there is something you would like the club to do or to change, let one of us know. We are here to make our club one of the best in the area.

Until then, Gentle winds and Soft Landings,
~Patrick

2024 JMM BUILD CONTEST

WHEN

May 4th, 2023
Jayhawk Open

WHERE

Clinton International
Model Airport

1205 East 1000 Road, Lawrence, KS 66047

PRIZE

Sig Hog-Bipe Kit



**OPEN TO
EVERYONE**

RULES

+ Build any aircraft you like from kit, plans, personal design or even ARF.

+ Start a new project or complete one already under construction, just finish and show off at the 2024 Jayhawk Open.

+ Contest aircraft are required to fly at or before the event.

JUDGING

All registered pilots at the event will vote on their favorite model.