



**JAYHAWK  
MODEL MASTERS  
NEWSLETTER**

**AMA Club # 2013  
Year 2017**

*Gary Rauckman, Editor*

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

**April 15 Meeting**

**Smith Center @ Brandon Woods  
Lawrence, KS**

8:00 AM – Breakfast  
9:00 AM – Business Meeting

**Schedule of Events:**

**April 15, JMM Club Meeting**

April 29, Capitol City Fly-In

**May 13, Jayhawk Open**

**May 20, Lawrence Airport Camp**

June 3, Paola Float Fly

June 17, Blue Sky FlyIn

**June 24, Jayhawk Float Fly**

**July 15, Jayhawk Electric**

**Facebook at:**

**Jayhawk Model Masters**

**2017 Officers**

President	Gary Webber	312-4840
Vice Pres.	Kyle Walker	550-6545
Sec/Treas.	Rob Dewhirst	813-1796
Fld Safety	Scott Borton	218-7429
Board 3yr	Dave Burnett	764-9513
Board 2yr	Jim Morris	691-7706
Board 1yr	Phil Abbadessa	913-908-9429
Editor, yrs	Gary Rauckman	423-2700

**News-wrap**

Here we are again, and as usual I'm out of the loop as far as who's flying what and what people are building or should I say assembling. The two wings I started on my building board are exactly where they were last month. I did get the landing gear to work on the used turbo-foam F-16 that I bought early winter. The left side landing gear control horn was just a little off from the right one, and I couldn't figure it out until I removed the set screw and found it to be nearly sheared off. A new one put everything where it should be and the gear began to work properly again. Just 3-4 degrees off prevented the gear from being "down and locked" as they say.

## ***Building Models..my first love***

*By Larry Hansen 2005*

To ARF or not ARF? This is the question. No, I'm not trying to teach my dog to quote Shakespeare's soliloquy from Hamlet. I'm pondering my hobby and the direction it has headed. I don't have an ax to grind with people who buy the (ARF) airplanes available today. Not only are they fairly well constructed, but they also offer one of the standard options desired in today's "immediate gratification" society. What I'm lamenting is the loss you suffer with "ARF Only" aircraft.

As I sat weather-trapped in my home from March 18-21, I spent time gluing wing ribs to spars, making tons of balsa sanding dust in my basement and loving every minute of it. I passed the time building, and I wondered what my flying friends who never built their own flying machines were doing to get through the storm.

One of the real losses for those of us who don't sniff much glue is we're limited in what our hobby can give on those non-flying days. You can only spend so much time adjusting control surfaces and fine-tuning your radio gear. If your wardrobe doesn't contain some blue jeans with hard spots on the legs from dripping CyA glue, you just don't have the clothes that a well-dressed modeler needs.

Pride in creating an airplane that will actually fly and respond to your command is also lost. I equate it with taking a friend's well-trained hunting dog into the field, and watching it locate an elusive quail. But think of the pride a hunter has when the dog responds as it should, knowing he has trained it.

Building your own model is a learning experience. How better to begin to understand aerodynamics and the physics involved in flight than creating what you plan to use to bore holes in the sky.

If you fly like I do, you need to develop another skill, that is, that is repairing the flying machine when landing is less than picture perfect. If you've never built an airplane from the ground up, how will you fix it when a mishap occurs? How to remove MonoKote, re-cut ribs, and rebuild a leading wing edge after your airplane grabbed a tree branch may be a horse of another color. If you built that baby, you can fix it!

Don't think I don't appreciate the marvelous job of guiding those ARF's through the sky, because I do. I'm suggesting that you are missing a wonderful part of our great hobby if you don't build an airplane once in a while. It doesn't have to be one of those beautiful contest-winning scale dreams. Just something simple, created by your own hands, can be very satisfying. If you haven't done it, give it a try.



## ***Model of the year 2016***

Those of you who attended the March meeting had the privilege of voting for the model of the year from all the 2016 model's of the month. The winner was Phil Abbadessa with the aluminum-covered Ryan STA-M as pictured below:



***"Can I fly one of your jets?  
I crashed all of mine"***

Speaking of jets, remember the T-shirt that was available online with the following script: "Before you Ask"

## ***"Before you Ask"***

- *Yes, It does fly*
- *It is a real turbine*
- *It burns kerosene & turbine oil*
- *Higher than you can see*
- *About \$XXXX to get started*
- *Over 200 mph*
- *About 10 minutes*
- *Yes, not easy but you can learn*
- *Get a computer simulator first*
- *Depends on the crash*
- *No, you cannot fly my jet*
- *Please, don't talk to me while flying*

I found out why Kyle Walker missed the March club meeting; he stayed home to practice on his "Flying Dog" act. I can't wait to see it at the Jayhawk Open.



Raffle Prize this Month



Phoenix 63" Spacewalker

### ***March 18 Club Meeting***

We had 21 members attend the club meeting last month out of a possible 37 members. New members included Stan Sanger and Darrel Anderson. We had 2 visitors; John Emerson, who was a member 6-8 years ago, and Dave Kleppett, who is considering membership. Thanks to all who made an extra effort to come.

Phil Abbadessa reported on the District 9 meeting that he attended in KC. He said 10 different clubs were represented.

Items discussed included the purchase of new model airport signs and the expenditure for a new PA mic and CD player. As previously mentioned, we voted for the 2016 Model of the year. It was also decided that we should purchase 2 new windsocks for \$42 each. These are 12" shorter but half the price. George Jones won the Gal-O-fuel and Patrick won the raffle prize. I forgot to get a photo of Patrick before he left

### ***Show & Tell***

John LaGresse won the model of the month with a new 65" hanger 9 Corsair. It weighs about 13 pounds and is powered with a Rimfire 120.



Bill Elkins brought another Flex Innovations aircraft; this one a 78" DeHaviland Beaver that also has 6S power like his 80" Cessna 170. An Aurora Rx is included.



### ***Getting to know you Phil Abbadessa***

I was born in Brooklyn, NY, in 1941. I have one older sister and we are both first generation Americans as our parents and grandparents immigrated to the US from Italy in the early 1900's. I attended private elementary and high school in the New York area. During those year's I was a Cub Scout, Boy Scout and an Explorer Scout. I attained a Life rank with 22 merit badges and was inducted into the Order of the Arrow. Also, during this time I started to build plastic and wood models and hung them from fishing line in my basement. I then moved to control line models. One of my last ones was a Ringmaster with a Fox .35 engine. Towards the middle of high school I stopped building and flying. I thought at this time I might want to be a commercial pilot.

I graduated from St. John's University in Queens, NY, with a Bachelor Degree in Business Administration in 1964. In 1962 while attending college, I purchased an Italian foods company with a friend of my family and changed to night classes for a year and a half so I could work during the day. Two months after graduation my wife Carol and I were married.



We met at a St. Patrick's Day party at a friend's home, I was 17 and she was 15. I went to an all-boys high school while she was at an all-girls school. In 1967, the first of our two daughters was born, the second in 1971.

In 1966 I started to take flying lessons and quickly contracted with Flight Safety at Republic Airport on Long Island for a commercial license and an instrument rating and ground school. It took two years to complete while operating a business, and having a child. Getting a job with the airlines with a SEL license and 300 hours didn't cut it, as military pilots started to flood the market with high jet time.

In 1970, I sold my half of the business and started working for the Lipton Tea Company. I was quickly promoted to an account manager. In 1974, I was promoted again as a unit manager in the Boston area, which required the first of many company moves. I changed jobs again in 1977 and moved to NJ with Standard Brands Foods and again in 1979 with a move to PA with Wise Foods, a division of Borden's. As neither of these jobs offered great promise of advancement, an opportunity opened in 1981 at a new company, Eagle Snacks, a division of Anheuser-Busch Cos. Before starting this job as a district manager, I took a two-week break and while walking in a town in PA near my home, I came across a hobby shop. I walked in empty handed and walked out with my first R/C trainer, a Sig Kadet, a Kraft radio and enough equipment to start building.

Since this job didn't require a move at first, I was able to find a club and start building and flying in PA. Not having any time to fly during the week, I flew when the weather allowed on weekends. I kept this trainer for quite a while and started to build one or two more as I really enjoyed building when I had time. In 1983, I was promoted again to National Sales Manager and that required a move to St. Louis. I

quickly found two clubs, one was like our Jayhawks and the other was a county operated flying field which was open to everyone. It was called Buda Park and even Patrick flew there at one time. This new job now required a significant amount of travel and it seemed with my schedule and weather I never could really perfect my abilities. I might not fly for a month and whatever I was building at home seemed to take forever.

As I settled into my job, I kept progressing and now felt I had found a home with lots of opportunity. Within a year or so, I was again promoted to Director of National Accounts and was responsible for all accounts like Walmart, Kmart, military and airlines. As this job progressed and I handed over the accounts to our regional VP's, I was developing an international segment of the business while keeping the airline business. As you can see, flying and building were suffering as my career progressed. Once again, I was promoted to Vice President of International and Airline Sales. I now spent a lot of time on airplanes, just not flying or building them. I traveled internationally and eventually developed a \$35 million segment to a national snack business. Unfortunately, the domestic end of the business was not meeting projections since the company started in 1979 and in 1996, Anheuser-Busch Cos., decided to close the division. Having 15 years with the company at that time and having international experience, I was able to transfer over to Anheuser-Busch International, as a Director of International Key Accounts, responsible for all US companies that had foreign operations. I remained there until 1999 when I retired.

It didn't take long to get back to R/C building and flying on a regular basis. Unfortunately, my flying abilities suffered greatly due to business and family commitments over the years.

Now my 5 grandkids take up my weekends and flying during the week was OK if you could find someone else to fly with. But I did continue to build, and if I wasn't building, I was figuring a way to refinish a covering or a new concept on a new plane. In 2003, I moved to Lenexa since my two daughters and their families had by coincidence both settled here. I immediately took a position on the board of directors of our subdivision which lasted 9 years. Two years ago, as President, I decided not to run again and retired. When I moved here, I first joined the Shawnee Mission club and the 95th St. group in Desoto and after 3 years dropped out and joined the Model Masters. I have been a member for about 11 years and was a past secretary/treasurer. I am now in the second year as a board member. I guess my greatest accomplishment in the hobby was building the 9 foot model of the Curtiss America as a 3 year scratch build project. It all started with a visit to the Curtiss Museum in Hammondsport, NY, seeing the replica, getting a 3-view drawing and deciding it would be a great r/c project.

***Phil Abbadessa***



***Airport Camp***

Teachers wanted for the Lawrence Airport Camp event on Saturday May 20. Last year I believe Dave Alexander and George Jones were the 2 teachers. Perhaps they want to do it again. In any event you all might be thinking about who will be available to lead the class on aeronautics.

***Work Day this Saturday***

This Saturday after the meeting we will be working at the field to get ready for the Jayhawk Open on May 13. Bring paint brushes, ladders, and drop cloths. I think we are going to paint the ceiling of the shelter house light blue to prevent the barn swallows from nesting there.

# ***Jayhawk Open Fly-In***

**Sat. May 13, 2017**  
**9:00 AM - 4:00 PM**

***By: Jayhawk Model Masters***



**Below Clinton Dam, Lawrence, KS**  
**3.1 Miles West of 59 Hwy, County RD 458**

**Landing Fee: \$15.00 Lunch: \$7.50**  
**Registration Starts @ 8:00 AM**

***Raffle: SIG Rascal 80 EG ARF!***

**Contest Director: Patrick Deuser**  
**785-766-9254 pdeuser@hotmail.com**



# ***Jayhawk Float Fly***

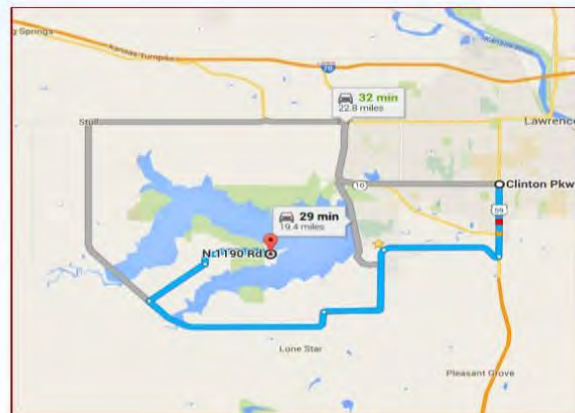
**Sat. June 24, 2017**  
**9:00 AM - 4:00 PM**

**By: Jayhawk Model Masters**  
**Lawrence, KS**



**\$15 Floating Fee, Registration @ 8:00 a.m.**  
**Raffle: 87" Flex Innovations Cessna 170**  
**(above) with floats, a \$600 value!**

***Location:***  
**Clinton Lake**  
**Bloomington East**  
**Campground**  
**Boat Ramp #7**



**Contest Director: Gary Rauckman, (785) 423-2700,**  
**rocketman200@juno.com**