

JAYHAWK MODEL MASTERS NEWSLETTER

AMA Club # 2013

August, 2016

Gary Webber, Editor

August 20 Meeting

Smith Center at Brandon Woods
4730 Brandon Woods Terrace
Lawrence, KS

8:00 AM – Breakfast

9:00 AM – Business Meeting

Schedule of Events

- August 7: Cap City Warbird Fly, 7 AM – 11 AM, unsanctioned
- August 13: [National Model Aviation Day Fun-fly: Everything that Flies!](#)
- August 20: Monthly Meeting
- September 17: Monthly Meeting
- September 17: Blue Sky Squadron Big Bird Fly-in
- September 24: [Jayhawk Big Bird at Clinton Model Airport](#)

Facebook:

<https://www.facebook.com/groups/132391945409/>

Web Site:

<http://www.jayhawkmodelmasters.com/index.html>

2016 Officers

President	Gary Rauckman
Vice President	Kyle Walker
Secretary/Treasurer	Rob Dewhirst
Field Safety	Scott Borton
Board 3yr	Jim Morris
Board 2yr	Phil Abbadessa
Board 1yr	Mike Weinsaft
Newsletter Editor	Gary Webber

News-wrap

July was hot! I don't mean just melting hot; I mean vaporizing and igniting in a ball of flame hot! Fortunately, we had just enough rain to keep the grass green and prevent those ankle-twisting crevasses from forming in the pits.

The few merely scorching days drew some pilots to the field. After the club trainer presentation during the July meeting, Nate recommended the [Timber BNF](#) to Bill E., and Bill was quick to respond, driving to KC to pick up this handsome foamie.



Vision issues and loss of orientation have been costing Bill some planes lately, and the 3-axis stabilization and Sensor Assisted Flight Envelope (SAFE) systems make this bird easier to maneuver and keep in view. We met at the field on a beautiful Friday afternoon, and he was able to fly and compare this plane with the leading-edge slats on and off. I don't know what he finally decided, but I built the club trainer with slats on and don't regret it.

Speaking of the club trainer, it is finished, in the shed, and ready to fly after topping up the batteries. Perhaps following the next few meetings we can meet at the field for trainer training sessions, where members could be certified on the trainer and receive a shed key.

I labeled the [Spektrum DX6](#) master transmitter switches, so preflight should be straight forward. The flight bag contains the master transmitter, an identical wireless buddy box, charger, 2 batteries (approx. 8 minutes flying time), charging and storage sack, spare transmitter batteries, and manuals. If you want to fly on your own batteries (2200 mah, 3S), you will need EC3 plugs or an adapter.



Flying this trainer is a breeze. My wife Phyllis has tested it twice, along with a 13 year-old visitor from Kentucky who stopped by with his grandparents, a Parks & Rec employee, and Harris Tate who saw the activity and stopped by with his wife Connie (it drove him crazy that he couldn't loop or roll, and tried everything he could think of to make it happen, but to no avail.) All of the first-time flyers easily handled

turns, climbs, and descents, and enjoyed flying the Timber.

With half-flaps it takes off in about 3 feet, and lands in about the same distance. With full flaps it hangs in the breeze like a kite. The slow-flight characteristics are amazing. The included floats are in the box in the shed, perhaps a volunteer can fit it out for next year's Float Fly. I am looking forward to introducing it during the NMAD Fun Fly on August 13. Which leads to.....

National Model Aviation Day Fun Fly: Everything That Flies!



Our August event is the celebration of [National Model Aviation Day on August 13](#). We are encouraging pilots to bring "everything that flies" to this event and we hope to see fixed-wing, heli, multi rotor, rockets, and more! The \$15 pilot fee will be donated to Douglas County Community Foundation, and will be used to support education in our community. There will be no food or raffle plane at the Fun-fly this year, but we will conduct a few competitions, so bring your beater.

I have heard from Kevin Ruland, the launch master for the local rocket club, and he and his group plan to attend. He also spoke with some folks from Lawrence Creates maker space who might be interested in this event. They have stuff which flies, steerable kites, boomerangs, drones, etc. I told him to spread the word!

Jayhawk Big Bird

The [2016 Jayhawk Big Bird](#) is scheduled for September 24 at Clinton International, and should (weather permitting) be another memorable gathering. The landing fee is \$15, and we have an excellent raffle plane,

a a [Seagull Models Curtiss P-40N Warhawk Shark Head ARF](#) not available in the US. This balsa ARF has an 80" wingspan and weighs in at around 16 lbs.



We are searching for a food truck to serve at this event, if anyone knows a good candidate, please mention it to one of the officers.

July 16 Meeting

Two aircraft were presented for Show & Tell. Bell Elkins brought a [Great Planes Avistar 30cc/EP Sport Trainer ARF 90.5"](#) that was complete but had not maiden.



This handsome high-wing was fitted with a Rimfire 1.60 and powered by two 4S Lipo batteries, which should provide plenty of power. The flaps were operational, and Bill opted to keep the taildragger configuration over the optional tripod.

Mike Weinsaft brought a Dynam 1.2m Spitfire, EPO that he had converted to a float plane.

The floats were OEM, but he made the rudders himself and fitted birch dowel plugs in the foam fuselage to attach the float struts. This was a rebuild job, as this plane is no longer manufactured. Bill won Model of the Month by one vote.



Financially, the club is in good shape, with over \$7K in the bank. Gary Webber and Nate Ericson made a short presentation on the E-flite Timber club trainer mentioned in the news wrap.

The raffle plane was won by Dave Burnett. Congratulations Dave, that Extra looked like it would build to a fine flyer!

If you haven't picked up your new gate key for the airport, contact one of the officers below.

- Gary Rauckman....785-423-2700
- Rob Dewhirst.....785-813-1796
- Jim Morris.....785-691-7006
- Phil Abbadessa.....913-908-9429
- Mike Weinsaft.....785-843-3052
- Gary Webber.....785-312-4840

Getting to Know You George Jones

Our member profile this month features George Jones, who probably does more for JMM than any other single individual.. Here is George's story.

I was born and raised on a farm 6 miles SSW of Pawnee City, NE. I did not go the last year of H.S. At the age of 17 I joined the Navy in 1951. I went to boot camp in San Diego, CA. then to Jacksonville, FL (ANP School), then Memphis, TN (ADA school) where I learned all about Pratt and

Whitney R2800 engines and Hamilton standard props.

With my Aviation Machinist Mate rating they sent me to Corpus Christi, TX and was stationed at Cabiness Field for the rest of my Navy career. I worked on F&F Hellcats repairing R2800 engines. They were training pilots for the Korean War. The pilots came there after SNJ training to get training in Fighter aircraft before going to Korea. While there in 1952 I started to learn how to fly (1-1 scale).

I was discharged in 1954 and went back to NE to help Dad with the farming. While on the farm I finished getting my private pilot license. After two years of being dried out I sold out and moved to Lincoln, NE. and went to work for the Singer Sewing Machine Co. on "O" St. Later I went to work for Lincoln Aviation where I got my Commercial and Flight Instructor's rating.

In 1959 I went to work for the CAA (now FAA) as an ARTCC (Air Route Traffic Controller). I retired from the FAA and had a TV sales and service business in Olathe, KS for a while. I finally sold out and have stayed retired since.



I have always been interest in airplanes, aviation, and always have been mechanically minded. As a young kid on the farm I would build rubber band, balsa and tissue paper planes and try to get them to fly. I liked making my own box kites and see how far I could get them away from me. I always wanted to get one out a half mile but never made it. I was 500' short.

In about 1957 a friend and I were going to try and set a distance record with an RC aircraft. We planned on flying alongside it with a J3 Cub. We built the model and put In 3 gas tanks. On the first test flight with the tanks full of gas we took off and got about 600 feet down the road we were flying off of before the plane hit an embankment along the side of the road. Not much of a record.

I met my loving wife, Julia, in 1949 at the roller skating rink in Humboldt, NE. She wouldn't tell me where she lived so I followed her home with another date to find out where she lived. We were married in 1951 while I was stationed at Jacksonville, FL and will celebrate our 65th wedding Anniversary on November 24 of this year. We have 3 Children, Beverly, Diane and John.

I like fishing and flying 1-1 scale aircraft but I lost my medical in 2000 after a heart attack and have not been able to get it back. I started flying RC airplanes seriously in about 1998 and flew U control back in the late sixty's and early seventy's. I like flying Gliders and the larger aircraft best especially with the smoke system. RC flying helps keep my mind sharp and there is always something new to learn. I would like to see more glider towing and competition flying in our club. I have a tow plane if anybody would like to be towed up. I am willing to help anyone or answer any questions anyone might have about the hobby.

I love being a JMM member and the comradery of the members. I have had a lot of enjoyment and pleasure with you guys.

Thanks George, we appreciate your extensive knowledge and experience, and all you do for the club!

Safety Report

For the second time this year a KU Aerospace Engineering aircraft has over flown Eagle Bend Golf Course. On June 8, pilot Matt Tener was flying a Yak 54 with a wingspan of 102" weighing 48 lbs. The

aircraft was flying east/west patterns at around 400 ft. and flew directly over the tee for hole #9 numerous times.

The JMM board, pursuant to our bylaws, convened an incident review panel (IRP) which met on the evening of July 26. After hearing testimony, the IRP found that the flyover was due to procedural errors in monitoring the flight path of the airplane which resulted in inadequate guidance to the pilot and multiple incursions into the air space of the golf course.

The IRB required the following actions before any further flights by KUAE:

1. KUAE has the permission of the JMM Board of Directors (BOD) to fly within 200 ft. of the southern border of the air space of the Clinton International Model Airport (CIMA) along its entire length. The only exception to this permission is that aircraft must not fly over the shelter, shed, or pits of the airport. This will shift the southern boundary of the permissible flight zone the south by approximately 580 ft. at its narrowest point, allowing a larger flight path and a larger buffer between the permissible flight zone and the golf course.
2. All KUAE aircraft will fly only within the boundaries of the permissible flight zone, defined as:
 - a. 200 ft. south of the southernmost boundary of the golf course,
 - b. 200 ft. east of East 902 Rd.,
 - c. 200 ft. north of East 902 Rd./North 1200 Rd., and
 - d. 200 ft. west of the eastern boundary of the CIMA air space (approximately 2000 ft. east of the shelter building.)
3. KUAE will provide and station visual observers (VO) at the northwest and southeast corners of the airspace described above for all flights of aircraft with wingspans of greater than 80 in. VOs will be in constant communication with the flight crew and warn of any flight outside of the permissible zone.

4. KUAE will create and install a geofence along the northern and western boundaries of the permissible flight zone in all aircraft with wingspans of greater than 80 in. and equipped with the required electronic equipment. KUAE will demonstrate the proper operation of this geofence to a member of the JMM BOD prior to any further test flights. In addition, the BOD suggests, but does not at this time require, installation of a geofence along the southern and eastern boundaries of the permissible flight zone for all above aircraft.
5. Any future flyover of the golf course by any KUAE aircraft with wingspans of greater than 80 in. for any reason other than malfunction of the aircraft or electronics will result in immediate loss of all KUAE flying privileges at Clinton International Model Airport for all aircraft with wingspans greater than 80”.

In the News

The Senate on July 13 approved a bipartisan bill to extend the mandate of the Federal Aviation Administration, two days before the agency’s legal authority was set to expire.

The House on July 11 on a voice vote approved the same bill, which will authorize FAA programs at current funding levels through September 2017. The legislation, which the Senate passed by a vote of 89-4, must now go to President Barack Obama to be signed into law. The relatively brief extension of FAA authority means lawmakers could resume deliberations on a comprehensive and multiyear rewrite of FAA legislation after the November elections.



***National Model Aviation Day
Fun Fly: Everything That Flies!***

***Sat. Aug. 13, 2016
9:00 am , Registration 8:00***

By: Jayhawk Model Masters

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



***Landing Fee: \$15.00, donated to
Lawrence Community Foundation***

All types of aircraft welcome!

***Competition events: Climb & Glide, Touch &
Go, Musical Planes, more!***

Bottled water for sale, no food on site.

***Contest Coordinator: Gary Rauckman
785-423-2700 rocketman200@juno.com***