

JAYHAWK MODEL MASTERS NEWSLETTER

Jayhawk Model Masters | AMA Club #2013 | November, 2020

jayhawkmodelmasters.com

Club Meeting, November 21!

Club members, watch your email for ZOOM meeting details!

Schedule of Events:

November 21, Club Meeting

Nomination of next year's officers

December 5, Shawnee Mission RC Swap 'n Shop

Cancelled due to circumstances related to the pandemic.

December 19, Club Meeting

Vote on next year's officers!

2021 Flying Events

May - Jayhawk Open

May - Jayhawk Electric

June - Jayhawk Float Fly

Sept. - Jayhawk Big Bird

2020 Club Officers

President Patrick Deuser 785-766-2604

Vice Pres. Scott Stordahl 816-215-2880

Treas. Dave Alexander 785-393-7857

Fld Safety Darrel Cordle 785-766-8001

Board 3yr Glenn Minor 785-331-7863

Board 2yr Mike Weinsaft 785-843-3052

Board 1yr John LaGessee 785-760-2543

Newsletter Committee: Dave Alexander,
Scott Stordahl and Glenn Minor

End of an Era

by Dave Alexander



Gary Rauckman in front of the camera for a change!

This newsletter marks the end of one era and the beginning of another. After almost 3 decades of putting together the monthly Jayhawk Model Masters newsletter (with occasional brief time off so he could be president), Gary Rauckman has officially stepped down as newsletter editor. A new editorial team is busy plotting how to follow in Gary's footsteps. I have been in the club since the early 1990s, and for some reason I have saved a few random issues of the newsletter from way back then.

The oldest copies I could find, Dec. 1993 and April 1994, had Gary listed as "Secretary/Editor", so he must already have been doing the newsletter way back then.

Some highlights from the Dec. '93 edition:

Officers: Brett Bennet, Pres.; Gary Heiserman, V.P.; Sec/Ed, Gary Rauckman; Jesse Longoria, Treas.; C.W. Holt, Fid. Safety. In the Nov. business meeting, the treasurer's report showed \$1749.19 on hand and a net worth of -\$350.81. (Yup, we were actually in the hole.) Brett opened the floor for nominations for next year's officers. According to Rauckman, "...Bill Elkins interrupted the stillness of the room by nominating all the current officers for 1994 as well. A motion of nominations cease was heard and seconded."

Some guy named Dave Alexander brought photos from the EAA Oshkosh Fly In. Brett showed his home-made prop balancer made with "geo phone magnets" [?]. And from the Seen at the Field section, "Back in Nov., Bill Elkins was seen landing his giant scale spacewalker in the bean field only to find the bottom of the huge wing totally cut and stripped of the Monokote."

Some highlights from the April '94 edition: Oddly enough, all the officers are the same. The club's net worth was up to \$947.53. "Dick Chandler was helping a student with an Air Core trainer; a control glitch was found to be a loose power pack moving everything in the fuselage." C.W. Holt complained about being charged extra for hot sauce at breakfast.

Visitors from the Topeka club included Merrick Bayer and Joe McGinnis. The Prez "took some time to promote the April 23 Clinton Lake Cleanup. Cash for Trash coupons and T-Shirts will be promotion items....Our own Richard Ballard is again the financial chairman of this event and we appreciate all the work he puts into it every year."

Under Show and Tell, "Darrel Cordle showed an 'in the bones' large scale Morrisey Bravo that was framed up 3 years ago by Dave Plamann....Darrel is planning to cover the Bravo with Century 21 fabric and paint; this Sig kit features a burnished aluminum instrument panel and a bolt-on stab." *[Next time you see Darrel, ask him about that bolt-on stab, it almost cost him the model. Ed.]*

We cannot thank Gary enough for his many years (decades!) putting out the club newsletter every month. His "News-wrap", written with tongue firmly planted in cheek, will be a hard act to follow.

Thanks again, Gary!!



Russell Tuckel Tribute



A private Tribute to Russell Tuckel was held November 7, 2020, at the farm of his parents on Farmer's Turnpike Road.

A Flyover from the last airplane he owned (sold in 2003), occurred at 9:00am on that Saturday morning, a fitting salute to his enduring love and pure enjoyment for the sport of flying single engine tail-draggers. Since 1969, he has owned and flown six different airplanes; mostly Super Cubs, especially yellow ones!

After a chorus of duck calls and goose calls, performed by a stellar crew of dedicated hunting buddies, the ashes of Russell, in a custom-welded iron container, were transported to the pond bank in the bucket of his Bobcat Skid Steer, operated by a friend and co-worker of many years.

Placed inside, alongside the ashes, was a 12 gauge shotgun shell, a 20 gauge shell, and, for good measure, a favorite fishing lure.

Another long-time friend took over at that moment and delivered the remains of Russell Tuckel, via an amphibious ARGO, to the middle of the pond, where his wife of 50 years (married on this date in 1970) and his daughter, together, carefully placed the container over the side, thereby committing the husband/father/and brother to the depths of his father's pond and will therefore remain forever in Douglas County, Kansas.

A volley of blasts from a Shotgun Salute to Russell Tuckel, coordinated and executed by some truly great friends of Russell's, was the last acknowledgement of his life well-lived and his friendship, which shall be missed.

Announcing The Winter Build-off Contest!

by Scott Stordahl



Flite Test Edge 540 under construction

- **No rules**
- Ideas: Foam board from kit (Flite test), plans, ARF, balsa kits, scratch build from plans, one's imagination, etc.
- No limit on entries build as many aircraft as the season allows
- Members attending the first Fly-in in the spring will vote on their favorite aircraft.
- Prizes TBD by the new 2021 Board.
- Be sure to take a look at the [Flite test web site](#), it has great options and videos for those not wanting to take on a time consuming balsa kit build



2019 Model of the Year Winner!



Those who remember attending monthly meetings in person know George Jones Widgeon ARF won model of the year.

George tells us the Widgeon kit was originally purchased for the club by Jim Morris as a prize for the clubs last float fly. The Widgeon was actually won by Gary Webber and eventually traded to George for a Phoenix Edge 540.

George said the build had multiple design challenges including blind nuts not located where they should have been, rust and incorrect thread sizes. Despite all this, he was able to complete the build and looks forward to our next float fly to maiden.

George attempted to fly the plane off wet grass but said there was not enough rudder authority to navigate during takeoff.

The plane runs with twin electric motors, dual ESC's, dual batteries, and counter-rotating props.

Pioneers of RC Model Aviation



The First Remote Control Airplane

The Big Guff (1938)

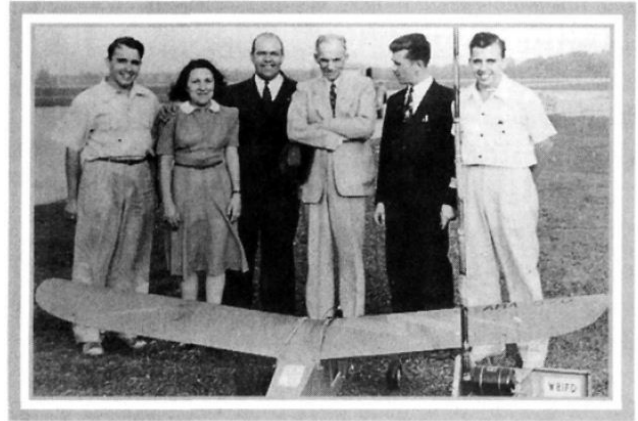
The Good brothers were the pioneers of radio-controlled model aviation. Walt and Bill Good developed, "The Guff," which is currently on display at the Smithsonian Air and Space Museum.

Their story can be seen in the following video.

[Good Brothers Pioneers in Radio Controlled Model Aviation](#)



Walt and Bill Good and their R/C model—the Guff (circa 1939).



The Good brothers give a flight demonstration for Henry Ford Sr. (age 80) in 1940.



In Walt's shop in Florida, the 75-year-old Good twins work on a spectrum analyzer that was built by Bill.



Walter Good launches Guff at the 1947 Nationals. Bill is at the controls; his feet are behind Walt.

October Zoom Meeting Recap

from Patrick

The newsletter staff has asked me to recap what we talked about at the October Zoom meeting. My notes seem to have disappeared since then so I will go off of memory. Much of the discussion was centered on the retirement of two club members who have been key to the operation of the club. Gary Rauckman is retiring as editor of the newsletter and Gary Weber is retiring as the mowing coordinator. Both men have spent years supporting the club in various ways either as officers on the board or in supporting roles. Their contributions will be missed (and always welcome should they suffer withdrawal symptoms).

For years our newsletter and flying site have been among the best in the area. Hopefully we will get some volunteers to fill those positions so we can continue to be one of the premier clubs in the Midwest. The option of maybe putting teams together to cover those positions by splitting responsibilities was also discussed. We also discussed the need for nominations for club officers at the November club meeting. Dave Alexander is retiring as club treasurer and I believe we will also have a Board member at large position opening up. Of course, anyone can throw their name in the hat for any position if there is something you really want to do. Volunteers are always welcome!

We discussed the need to communicate with others at the field. Please don't be intimidated by large groups or sophisticated equipment at the field. We are all there to enjoy the hobby and we can all learn from one another. A little communication will go a long way toward a peaceful coexistence where everyone can do the things they need to do.

We also discussed and postponed till spring a club workday. There are a few posts that need to be replaced on the split rail fence that will be taken care of this fall. Other needs can wait till spring. If you see improvements that need to be made at the field, please contact a board member so we can add it to the list.

Scott Stordahl introduced a build contest for this winter. The info can be found elsewhere in the newsletter. This is a great idea and just may be the needed "push" to get us all building again. Two different divisions should offer options for everyone to participate.

Another brilliant idea Scott had after the meeting was the idea of a regularly scheduled zoom meeting during the week, where members could tune in and visit or get virtual help with the projects they are working on. This is similar to the build nights that we used to have at the clubhouse when people gathered weekly to work on their projects in the basement and socialize. We are still looking at the best time to do this. Your input is welcome as always.

That is about all I can remember. There are lots of opportunities to get involved. This is your club and it can be whatever you would like it to be. Ideas and help are always welcome.

Stay safe and healthy,

Gentle winds and soft landings,

Patrick



Since Gary Rauckman will no longer be editing the newsletter, we need a replacement editor. This first post-Rocketman newsletter is being assembled by committee, but if there is anyone out there who has a burning desire to write about the club and RC airplanes in general, or just has a willingness to step up, the committee will gladly step aside and let you take over. If not, the newsletter committee will continue. We welcome anyone who is willing to join our team, and we are also looking to the club membership to help to provide items and content on a regular basis.

In addition to Gary Rauckman stepping down as Newsletter Editor, another one of our most active members is stepping down from a key post: Gary Webber has asked to be relieved of his duties as Mowing Crew Chief. The mowing boss makes sure we have enough mowers at the beginning of the year, puts together the mowing schedule for the season, performs minor maintenance, makes sure gasoline and oil are on hand, and coordinates major maintenance and annual servicing. We need someone in the club to take over this work. If no one is willing to take on all those tasks, we may split the position into a Mowing Coordinator, responsible for scheduling, and a Mower Maintainer, responsible for mechanical upkeep of the mower.

We have yet another retirement: Dave Alexander has reached his combined 3-year term limit as an officer and will vacate the treasurer's post. Ideally, we would like someone to step up and agree to be nominated for treasurer. If we cannot find a replacement treasurer, if someone is willing to serve in another office, as a last resort we may be able to shuffle officers to fill the treasurer vacancy.



"Some of those former control line fans are real die-hards!"

Modelers Corner

by Glenn Minor



In the photo below, Scott is describing how he built the largest of the three SR-71's by taking measurements from the smaller kit hanging next to it and adding 50% to the size of each piece.

Stepping into Scott Stordahls garage, his passion for the hobby is obvious. Scott has multiple projects underway, the most notable of which include a Northstar float plane, and a total of three SR71 Blackbirds.



From the photo, it appears his scaling method worked well as the largest build looks to be an accurate but larger replica of the smaller build.



The Northstar is a model kit sold by Balsa USA Scott is building for the Winter Build-off Contest. The plane is designed for a .40-.46 2-Stroke glow engine. Scott will be using an O.S .46 engine for the build.

For more info on the Northstar kit, visit:
https://shop.balsausa.com/product_p/455.htm



In the above photo, Scott is showing the section of the plane he formed wrapping balsa wood around a paint can and coating with fiberglass.

Safety Corner

By Dave "Sparky" Alexander



My, how times have changed. Seems like when RC pilots first started using lithium polymer (LiPo) batteries, every few months we'd hear about someone's car (or garage!) burned up because of mistreated LiPo batteries. I think that was partly due to lack of knowledge and partly due to limitations of early chargers. Also, many of us were still using NiCd or NiMH batteries, and often charging them all with the same charger. Charging LiPo batteries with a manual charger set to NiMH, or with a 6S setting for a 3S pack, is a pretty sure way to produce fireworks! We rarely hear about LiPo fires anymore, but LiPo batteries contain a tremendous amount of energy and deserve to be treated carefully. If you are new to the hobby, or if you have recently switched to electrics from internal-combustion, here are some points to consider.

Most modern chargers have built-in safety checks that attempt to prevent charging LiPos on the wrong setting. Mine gives an error message and makes an obnoxious noise if I try to charge a LiPo pack with the wrong cell-count setting. And the cells themselves seem to be more forgiving. Early LiPo batteries would overheat and puff up if charged at a much higher current than the 1C rate (C being the current that theoretically would charge the cells in one hour, for ex., 1C for a 2200 mAh pack is 2.2 A). Nowadays, I know people who routinely charge high-quality LiPos at 2C. Even so, I think batteries last longer if

you limit charging to 1C, and unless the label says otherwise, most cells will be damaged by charge currents of more than 4C or 5C.

Charging is much less likely to lead to LiPos "venting with flame" these days than other mistreatments. Crash damage is probably the most common situation that could cause LiPos to go up in flames. If you have a pack that has suffered visible damage (wrinkling, distortion) in a crash, beware! More than one pilot has carried a wrecked model to his car, dumped the pieces in the trunk and gone on to fly other models, only to have the crunched LiPo flame up and set the car on fire! When a pack suffers visible damage, wait a while before putting it in the car, and when you do, be sure it is in a flame-resistant container like LiPo-Sack or a fire-proof box. Even though LiPo packs can suffer minor wrinkles and still seem to perform OK, I would discourage you from using visibly damaged packs. The one treatment that will almost always torch a pack is to short it out, and when a pack is wrinkled or distorted, you have no way of knowing if it might have internal damage that could lead to a short circuit with continued charging and handling.

Both LiPo chargers and the packs themselves are safer than they used to be, but the high energy content of a charged LiPo pack, just like a spinning propeller, deserves respect.

The P Factor

It has been a long time since I have written anything for the newsletter. I hope this finds each of you well. Hopefully, the stay at home orders have allowed you to work on some airplanes and your flying skills have not deteriorated too much. I know a few of you have used the extra time to go out and fly while maintaining social distancing of course.

I was not sure what to write about until I received the message below from former member Bill Conradi who relocated to North Carolina a few years back. There is a group on Facebook and YouTube called Flite Test. They do some crazy model aviation things, but they also produce inexpensive kits and free plans for models made from mostly foam board. They have probably gotten more people into models than anyone else over the last several years. I have followed them on Facebook for a while now just lurking in the background admiring some of the cool designs they have come up with. One day there was a post thanking Bill Conradi from a woman with a son named Henry. I messaged Bill and asked him to tell me about Henry. Below is his response.

Henry is nine and a half years old and the oldest of four. He is homeschooled and lives with his family in Kent, Ohio. I saw a post from his mom Sarah on the Flite Test Fans Facebook page with his picture. This is his first scratch-built chuck glider. I saw something in Henry, a smart young man and a desire. I contacted his mom and found out that Henry was saving money to buy electronics for his first R/C plane and that he is head over heels passionate about flight and airplanes. He has watched so many videos and all the Flite Test YouTube videos. Henry had saved up \$40.00. I felt

moved to do something to help him realize his dream.

About the same time the Flite Test STEM program released a bundle called the EZ BasiX Bundle. which included a total of four planes and two 2.4ghz two channel radios. Very simple aircraft with twin motors and differential thrust for controls. I asked his mom if I could send him this as a gift. She was thrilled. I also sent him some Flite Test decals and a Flite Test hat. This past Saturday Henry flew his FT C-17 for the first time.

He was so excited. Warmed my heart and lifted me up to hear and see him take off for the first time. I also posted on his mom's Facebook post that it would be nice if folks could help him out. Do not know how far that might have gone. Just think about all the extra stuff folks have just sitting around that they could send him and never miss. But I can only do what I can do. I just sent him some back issues of Model Aviation and earlier I sent of an Email to Jase Dussi asking if he might send an autographed photo or hat or old prop to Henry with s note of encouragement. If you want the seed to bear fruit you have to nurture and water it. Will see if Henry grows. Hope he will.

What a wonderful gesture to help a complete stranger and a young child fascinated with flight! I think that is the sort of thing it may take to help keep this hobby alive. Perhaps we can all learn something from Bill and Henry.

Gentle winds and soft landings,
Patrick

