

JAYHAWK MODEL MASTERS NEWSLETTER

Jayhawk Model Masters | AMA Club #2013 | November 2021

jayhawkmodelmasters.com

Schedule of Events:

NOV 20 – JMM Club Meeting

Officer nominations

Location: Clinton International Model Airport

11:00 a.m. BYO lunch;

12:00 noon, Business meeting

↑ **NOTE TIME CHANGE!** ↑

DEC 18 – JMM Club Meeting

Officer elections

Location: TBA

Jan 15 – JMM Club Meeting

Location: TBA

2021 Flying Events

December 18 – Shawnee Mission RC Club

Swap 'n Shop @ Lenexa Community
Center 9-11am

December 31 – New Year's Eve Night Fly

Fly-In the New Year at CIMA

January 1 – New Year's Day Freeze Fly

Continue the New Year's celebration at
CIMA; time TBA

2021 Club Officers

President Patrick Deuser 785-766-2604

Vice Pres. Scott Stordahl

Sec./Treas. Jim Morris

Field Safety Glenn Minor

Board 3yr Mike Randel

Board 2yr Gary Webber

Board 1yr Mike Weinsaft

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

Officers Needed!



*November is the month for
NOMINATIONS for club officers.*
Because Patrick and Scott have timed
out as president and VP, we will need
at a minimum a nomination for
president, VP, and for one at-large
board member. Depending on
whether other officers agree to
continue serving, and whether any
current officers would like to switch
positions, we may also need
nominations for other offices as well.
Self-nominations are always
welcome. If you would like to
nominate another club member for an
office, please be courteous and check
with that person before nominating
them.



October Club Meeting (In person, not Zoom!)

By Dave Alexander

Following last month's first in-person club meeting of the pandemic, we again met at the field for a non-Zoom meeting Saturday, Oct. 16. About 14 or 15 members were in attendance.

We had no guests or show-and-tell, but we did have a couple brand new members. Youngsters Amos and Abel Ney were accompanied to the meeting by their grandfather Tim. Welcome Amos and Abel, we hope to get you set up with some instructing soon!

Jim Morris had some catching up to do and gave the treasurer's report for the last three months. Highlights include income of \$862 and expenses of \$464 for the two July events (Float Fly and Fun Fly), meaning we came out \$398 ahead for those events. We also came out \$560 ahead for the Big Bird Fly-in in September. We started Sept. with \$5,574.53 in the bank and ended the month with \$5,688.60, which gave us a net worth with petty cash of \$6,075.60 to start October.



Field Safety Officer Glen Minor did not have a presentation, other than to remind folks to stay out of the water!

The main business of the meeting was a discussion of field repairs to get rid of areas of standing water in the pits, especially under the charging bench. The general plan is to use lime screenings and concrete pavers to raise the low areas. Mike Randel, George Jones, and Gary Rauckman were put in charge of the project, and they gathered after the business meeting to figure out materials needed, etc.



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VP Scott Stordahl reminded folks about the 2022 Build-A-Plane contest, and answered questions about eligibility and late registration. He emphasized that models must fly in order to compete, which means that maiden flights must be made before the Jayhawk Open in May 2022.

Patrick reported that we will need at least two new officers for 2022: President (Patrick is term-limited) and a board member at large. We will also need a new Mowing Crew Chief because Ed Everett will be moving next year. We may need other officers if any current officers decide to run for different offices.

Patrick brought up the New Year's Eve Night Fly and the New Year's Day Freeze Fly. He asked if we wanted to do either, and response was very positive. We most likely will hold the New Year's Eve event at our field, Patrick is going to check to see if any of the other local clubs are interested in hosting the Freeze Fly. Both events will be informal and unsanctioned.



The raffle was for either one of two models, a Tower Hobbies Edge 540 or a Phoenix Focke Wulf 190 (both .46-sized GP-EP ARFs). The raffle was won by Jim Morris, who chose the Edge 540.

The meeting broke up so some folks could do some planning for the work day and others could commit some aviation.



Answer to Oct. Trivia Question

By George Jones

If you couldn't figure out the answer to the Trivia question here it is - Convair B-36. The reason the prototype could only land at three airports in the world is because of the main gear footprint weight. There was only one tire on each main gear although it was big at 9 feet 2 inches high, 3 feet wide. The airplane had a gross weight of 409,996 pounds so the footprint weight was extraordinary. So there were only 3 airports in the world that could support the weight. The airports were Carswell AFB in Fort Worth, Texas, Elgin AFB 60 miles east of Pensacola, Florida and Fairfield AFB (now Travis AFB), twelve miles southwest of Spokane, Washington. As you can see from the B36 prototype take off photo, it was powered by 6 Pratt & Whitney R-4360 radial engines producing 3000 HP each and mounted in pusher configuration. In later modifications of the airplane, the 4360 engines were modified to produce 3800 HP and 2 jet engines (GE J47's) with 5200 pounds of thrust each were mounted on a pod to each wing. The P&W 4360 engines had 28 cylinders each, 4 banks of 7 cylinders. Can you imagine having to change 336



spark plugs! The photo of the controls is the flight engineer's station. The airplane was plagued with problems from day one, for example the engines were hard to cool at altitude due to the thin air and pusher engines, the carburetors would literally freeze over causing fuel spillage and fires.

At cruising altitude the pilots would shut down the 2 inboard engines because of the annoying loud prop wash against the fuselage. I could go on and on but if you are interested you can find all kinds of information on the internet. The one thing I do remember is when I was in Navy boot camp in San Diego, CA in 1951 is the sound they made, (their takeoff path was over the east side of our camp). The sound of 6 4360 engines droning away if you have ever heard it you will never forget it. *(Like 6 Skyraiders and 4 F-86's in very close formation! --Ed.)* Unfortunately if you have never heard one you won't be able to because of the 384 to 388 manufactured there are only 4 still intact and on static display or in a museum. All the rest of them went to the Davis Monthan AFB aircraft boneyard in Tucson, AZ and were scrapped.



Halloween Maidens

By Scott Stordahl

The winds were strong and the temperature cool, but that did not deter the few brave souls that came out to play. Their planes were meant to fly and fly they did. Two FW190's, a Great Planes Revolver, a 3D printed jet and Broom Hilda took to the friendly skies.

I kicked off the maiden fest with my 70" Will Hobby FW190 powered by a Zenoah G26. A raffle plane from back when we enjoyed breakfasts at Brandon Woods, if you can remember back that far?



A tip stall on take-off during the first attempt resulted in a broken prop and a loose cowling. An angry crowd formed claiming that wasn't long enough to constitute a flight. After fighting them off I removed the cowling, replaced the prop, and tried it again. This time carrying more speed on take-off which proved much more successful. Unfortunately, on the second circuit around the pattern, the starboard elevator began flapping like a bird's wing and quick landing ended the flight complete with a nose over breaking the second prop of the day. There was no debate on whether that considered a flight.



Second was a re-maiden from our President, a true Halloween favorite, Broom Hilda. Patrick was able to resurrect the old witch and make one 4-year-old onlooker happy. The video can be seen [here](#). A water landing ended her day after what may have been caused by an over lean motor.





Third on the docket was another FW190, this time a 1.5m E-Flight version. Jim Morris brought this beauty out to the field and really showed up the other FW190 pilot. The gusting winds meant nothing as Jim made a perfect take-off, circled the field for 3 minutes and topped it off with a perfect landing. Those in attendance honored him with a standing ovation.



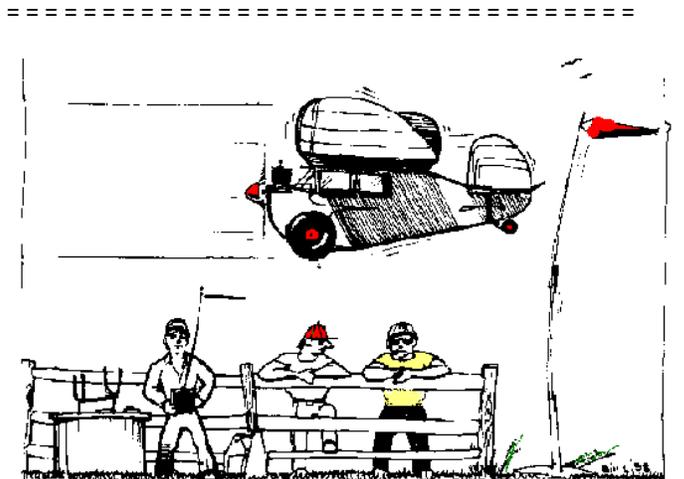
Somewhere in there, Glenn Minor got in his first flight of the big 70" Great Planes Revolver. Originally part of Gary Webber's fleet, this is by far the largest model Glenn has flown. Glenn's Revolver is powered by a Rimfire 1.20 electric and an HSB 5000 six cell lipo. Glenn had a bit of trouble at first, but after Patrick trimmed it out, he said it flew like a dream.



The final maiden of the day was flown by none other than Mohamed Belazrag. He arrived with a top-secret black jet, fresh from his Skunkworks lab. Two weeks of on and off 3D printing resulted in a red jet. A simple coat of black and what you see is what you get. Mo said since it seemed a little heavy for its size, he was not willing to put any more time painting the model until it proved itself in the air. Did it ever! The perceived overweigh condition was a non-issue as the jet darted across the sky effortlessly. We can only assume Mo will be taking orders soon, so if you need to get a new plane for that special someone, you know who to talk to. I heard Patrick order one enlarged 3X.



(Editor's note: Mo has since given this slick ship a jazzy hi-viz paint job. He seems to have no trouble hand-launching it, and when he sets it down on the grass, it just slides on and on, like it doesn't want to stop.)



Since he got that Lazy Bee, he doesn't mind the wind!

Safety Corner

November, 2021

Warm and Dry - Winter Footwear at the Field

By Glenn Minor



With Winter weather upon us and particularly for those of us who don't let the frigid temperatures cool our passion for flying, consider the benefits of well insulated footwear at the field.



It might be easy to wear those same comfortable old tennis shoes that have been just fine all summer, but before heading out, check the weather forecast for temperatures and also the CIMA field cam for ground conditions.

Warm and dry feet is a good goal for anyone heading to the field between now and next spring.



If uninsulated work boots or that second pair of tennis shoes are what's in the closet (like mine), consider wearing a second pair of socks or thick winter socks for colder days at the field.



If the ground is wet, insulated rubber or waterproof boots are the best bet particularly around the charging station if you fly electric.



While a good quality pair of insulated boots can be pricey, one might consider it money well spent for health, comfort and safety. A good pair of boots, when taken care of, can last for several seasons.

Keeping feet warm and dry during the winter months with well insulated footwear can make all the difference and help ensure time at the field is safe and enjoyable.

Glenn

The P Factor

Welcome to the November edition of the P Factor. I hope you are all getting a chance to go out and fly before the snow starts flying more than we do.

Do you have lights for your plane? Ever want to try night flying? Now would be a great time to start getting a plane equipped as we are again hosting a New Years Eve night fly at the field. This will be free of charge and open to anyone that would like to ring in the new year with friends at the field. I will again forgo putting Christmas lights on my house to make sure I have them ready to line the runway for the night flying activities on New Years Eve.



Pic of runway lights from last year.

In case you are wondering where to get some cool lights for your plane, <http://www.hansenhobbies.com> has everything you need.

If night flying isn't your thing, we have been asked to host the area wide freeze fly on New Years Day. So have Skis ready in case there is snow on the ground. We plan on putting tarps up on the shelter to cut the wind and some space heaters inside to take the chill off. Again, the cost to attend will be minimal and everyone is welcome. All we ask is that you bring something good to eat and to share. More details will be announced as they become available.

I was encouraged to see some new aircraft making their maiden voyage on

Halloween. I think the Thursday night Zoom meetings are helping to encourage people to build and fly. Encouragement and flying are what keeps the hobby fun and fresh. Without it, all those aircraft in your shop are just expensive dust collectors.

We are still actively searching for an indoor location to have our meetings. If you have any possibilities, please let us know. Basically what we are looking for is a room available on Saturday morning that can hold approx. 25 people and perhaps a few airplanes. Bonus points for availability of food and drink.

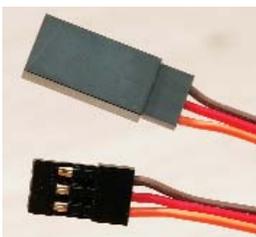
This month we will be taking nominations for club officers. Please think about serving, It's actually a lot of fun and not all that much work. All positions can be available should you want to run for anything in particular. (Many times the leadership positions get shuffled at the election.) Feel free to ask any current club officer what their positions entail.

That's all for this month. See you at the field.

Gentle winds and soft landings,

Patrick





Making custom servo extensions

Eliminating the rats' nest

Setting up a new model involves many unique steps, each one with variations based on the individual project. One of the most common variations is when installing the servos. Some models are designed so no extension leads are necessary, while others may need several leads of different lengths. Your project may be delayed if your local hobby shop doesn't have the right lengths in stock, and

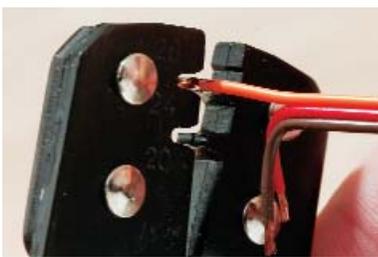
using leads that are longer than necessary adds unwanted clutter and weight to your model. Fortunately, there is another option: you can make your own custom extensions.

I have recently been using modular servo-lead components from Maxx Products quite a bit, and I think that you might appreciate seeing the convenience of assembling your own custom extension leads.

1 Maxx Products offers kits with male and female connectors that include gold-plated pins and sockets and plastic housings. They also carry wire in three sizes, 22, 26 and 32AWG, for micro-models to giant-scale birds. Since the connectors are crimped, you do not need to worry about soldering. The only tools you will need are the MPI Crimpers and some sort of way to strip off the insulation. I use a 2-in-1 wire cutter and stripper from Stevens AeroModel.



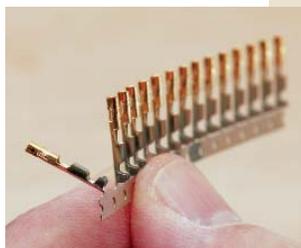
4 Position the connector in the crimper with the tabs directed into the crimper pocket and the wire exiting on the side with the embossed wire-size markings. Squeeze the handles together firmly. With a little care, you can feel when the crimper does its job and locks the joint. Remove the connector, and give the wire a firm tug.



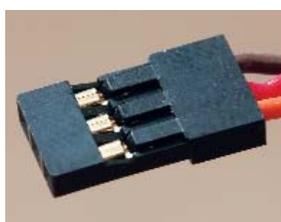
6 The last step is to insert the connector with the pins into the outer shroud of the female connector. Molded into the shroud there are two small wedges that engage the



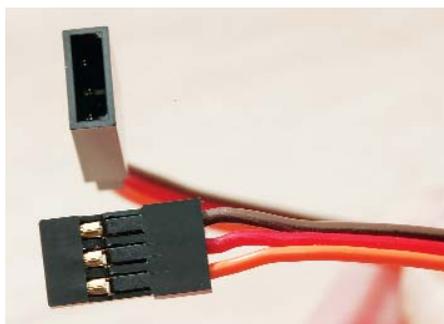
2 Assembling a connector set is quite easy. Begin by stripping off about 1/8 inch of insulation, and then separate the individual leads for about 1/2 inch. Flex the connec-



tors you will need back and forth a couple of times to break them free of the "tree."

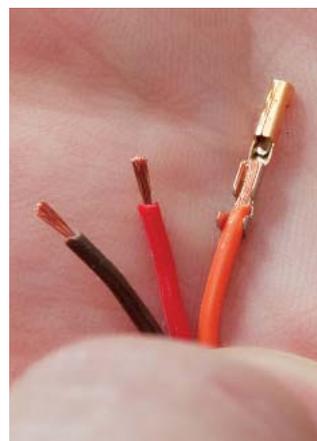


5 Carefully insert the connectors into the plastic housing so that the molded retaining tabs catch the connector. Pay attention to your sequencing here. With the housing tabs facing upward, insert the wires from the right with the signal lead closest to you and the negative lead away.



pockets. Because of the connector bevels, these components can only be assembled in one way. Push them firmly together until you hear or feel the wedges click into the pockets.

3 There are two sets of open crimp tabs on each connector. Lay the wire in the connector so that the insulated wire sits between the first tab set and the bare wires are between the second set. Now lightly squeeze the first tabs together to help hold the connector to the wire.



CONCLUSION

As you can see, making your own extension leads is not difficult, and it takes a lot less time than driving to the local hobby shop or waiting for a mail-order delivery. Now your leads will be exactly the length you need, and they will also be a bit less expensive than pre-assembled extensions. 🛠️

Links

Himax Motors, distributed by Maxx Products Intl. Inc., www.maxxprod.com (847) 438-2233

Stevens Aeromodel, www.stevensaero.com (719) 393-0830

For more information, please see our source guide on page ____.

JAYHAWK MODEL MASTERS 2022 BUILD CONTEST

WHEN

May 2022
Jayhawk Open

WHERE

Clinton International Model
Airport

1205 East 1000 Road, Lawrence, KS 66047

GRAND PRIZE



Great Planes Super Skybolt Kit

BEFORE JANUARY 1ST
\$10 ENTRY FEE
AFTER
\$20 ENTRY FEE

RULES

+ Build any aircraft you like from a kit, plans, or personal design. **NO ARFs allowed.**

+ Start a new project or complete one already under construction, just finish and show off at the 2022 Jayhawk Open.

+ **Contest aircraft are required to fly at the event to be eligible for prizes.** No maiden flights of any aircraft allowed at the Jayhawk Open.

JUDGING

Will be conducted by your peers. All attendees of the event will vote for their favorite model. Most votes win the Grand Prize. Cash prizes for 1st, 2nd, and 3rd runner ups TBA.