



JAYHAWK Model Masters Newsletter



www.jayhawkmodelmasters.com

JANUARY 2009

A.M.A. #2013

Jan. 10 Meeting

**JHMM Club House
305 West 23rd
Lawrence**

8:00 AM – Breakfast

9:00 AM – Business Meeting

2009 Officers

President	Patrick Deuser	246-1544
Vice Pres.	Larry Davidson	830-8004
Sec/Treas.	Jerry Foree	749-0594
Fld Safety	Kent Kummer	418-8020
Editor	Gary Rauckman	843-3281
Board 3yr	Don Boucher	748-0852
Board 2yr	Steve Pollard	749-5847
Board 1yr	Bill Elkins	842-3925

Schedule of Events:

Jan. 10, JHMM Club Meeting

Jan. 13, Model Talk @ George Jones's

Thurs. Eve.'s, JHMM Building Night

Jan. 8, Franklin County Flyers Meeting

Jan. 17, KCRC Swap Meet

May 2-3, Jayhawk Open

Newsrap

Here it is January 2, and I haven't started a build-an-airplane for the winter contest. Perhaps some of you have yours ready to cover. In any event the deadline is April, and I don't have to tell you, that will be here sooner than we think.

Hey, I went to the field today, and there were several flyer's enjoying the 48 degrees and calm breezes. I took note of Joe Gadzia giving his Cessna E-182 it's maiden flight. Dave Alexander was flying a couple of planes including his Schneider E-Sport. Others flying included Darrel Cordle, Kent Kummer, and Hank Darnell.

Dec. 20 Club Day

Joe & Hank after takeoff



Remember Dec. 20 Club Day. It seems so long ago now that we have had multiple family events including the Jayhawk's victory over Minnesota in the Insight Bowl just a couple nights ago. Anyway I was able to document the flight of John Daltons Fokker D-7 on Club Day.

Cessna 182 Fly-By



John has engine started



Cessna Flip-Over @ Landing



John has DR-7 on Final



Joe & Hank retrieve the 182



Dr-7 after touch-n-go



As you can see from the above pictures, the sky is a deep blue and the grass is brown. Who was it that said you should never fly when the grass is brown? Oh well, he's in Texas now, so I guess it doesn't count.

Ottawa Freeze Fly

I made it down again this year to the Freeze-Fly at the Ottawa airport. This one, as you know, is sponsored by the Franklin County Flyer's RC Club. At the last count that I took there were about 14 registered pilots, 25 people in the hanger at various times, and 21 cars in the parking lot.

During the morning hours when I was there, the temperature was in the 40's, but the winds were blowing a gale of about 25 mph with gusts up to 35 mph. The chill index was brutal. After I left in the afternoon, I heard that the winds subsided to a more respectable 10-15 mph, and everyone started to fly. I did manage to see a couple brave souls fly in the morning, however, Patrick Deuser wasn't one of them since he was home in bed with the flue.

Dennis Brooks of Independence seemed to do the most flying. I believe I saw him fly at least 3 different aircraft in the high winds, one of which was his Sig Fazer.

I believe that is Dennis on the left



Here is a close-up of the fazer in flight



Here we have Daryl Shutt preparing to start his scratch-built A-10 Warthog.



Daryl Shutt Retrieves A-10



Unfortunately, Daryl lost control of the A-10 in the high winds after his first fly-by.

I just learned today that Darrel Cordle was the winner of the 56" Phoenix Models SU-31. Darrel is on quite a roll now. I didn't hear who won the "Pilots Choice" trophy, perhaps he won that too.

Oh, by the way, while I was at the Ottawa airport, I decided do a little snooping in the attached hanger. I found no less than 5 ErCoupes parked in there with a Piper Tri-Pacer, a beautiful Citabria, and a Balanca Viking. JC Swallow is the owner of 1-1/2 ErCoupes, and a friend of mine, Ken White, is the owner of another. It seems that the ErCoupe qualifies as a "Light Sport" aircraft, and a pilot is not required to pass a physical to fly one of these baby's. The average value now of a good ErCoupe is \$30,000.

Here is JC Swallow's pride and Joy



And another ErCoupe in paint.



"Oh wait, now I see. The models don't have scale wheel chocks. I almost missed that".

ModelAero Name the Plane Contest

Over the last couple of months the ModelAero Co. launched a "name-the-plane" contest on the Internet for a new foam pusher-prop electric model they were about to release. Thousands of names came in from all over the world. The winner was to receive a free airplane kit of this new model. I must humbly inform you that "your own" newsletter editor is now the winner of the contest and has also received the free kit in the mail.

Actually I submitted over a dozen names, some of which I liked better than the winning "StarCat" name finally chosen. I also liked "StratoCat" and "ZapCat". You can see and order the new model at www.modelaero.com.



Dec. 16 Model Talk

We had another great time at the Bill Elkins ranch for the December model talk meeting. Bill & Missy cooked and served a fine lasagna dish with salad and homemade pie. Once they got us fattened up we went to Bill's shop to see if he had it as clean as last year. He passed the test, even without the help of Greg Kloepper. Speaking of Greg, he was able to change his flight plans to be here for the food and hospitality. Thanks again Missy for keeping Bill organized and allowing us to invade your home.

Here are some pic's I took of Bill's shop. The first one showing all the racks holding wings and fuse's.



This wall features the giant scale 105" Curtis Jenny and the 101" Hanger 9 J-3 Cub.



Here is a photo of a few club members checking out the 96" Kange Monocoupe.



Dedicated to all those who flew behind round engines

We gotta get rid of those turbines, they're ruining aviation and our hearing.....

A turbine is too simple minded, it has no mystery. The air travels through it in a straight line and doesn't pick up any of the pungent fragrance of engine oil or pilot sweat.

Anybody can start a turbine. You just need to move a switch from "OFF" to "START" and then remember to move it back to "ON" after a while. My PC is harder to start.

Cranking a round engine requires skill, finesse and style. You have to seduce it into starting. It's like waking up a horny mistress. On some planes, the pilots aren't even allowed to do it...

Turbines start by whining for a while, then give a lady-like poof and start whining a little louder.

Round engines give a satisfying rattle-rattle, click-click, BANG, more rattles, another BANG, a big macho FART or two, more clicks, a lot more smoke and finally a serious low pitched roar. We like that. It's a GUY thing..

When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan: Useful, but, hardly exciting.

When you have started a round engine successfully, your Crew Chief looks up to you like he'd let you kiss his girl, too!

Turbines don't break or catch fire often enough, which leads to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow any minute. This helps concentrate the mind.

Turbines don't have enough control levers or gauges to keep a pilots attention. There's nothing to fiddle with during long flights.

Turbines smell like a Boy Scout camp full of Coleman lamps. Round engines smell like God intended machines to smell.

Dec. 20 Club Meeting

We had 30 members at the Dec. meeting including Dana Miller, a new member who was there for the first time. Dana said he flew at our field over 20 years ago. I believe he may have been a KU student at the time. See Dana below:



Some scuttlebutt I picked up at the meeting included the progress that John Dalton was making on his Zirolì Beech 18. John says the bird is ready to set on it's own wheels. The fuse and the wing center section are framed and the outer wing panels are next. When completed the big Beech will have a 114" wing span and be powered by two G-38's.

I also learned that Dennis Ninneman is building the TopFlite giant scale P-51. It is basically framed up and he is currently

sheeting the wings.

Phil Abbadessa gave the treasurer's report. We now have a net worth of \$4805.87. Matt gave the safety report. It was brought to our attention that Phil's name was already on the "Dumb Thumbs" plaque for 2008. So, everyone was warned to be extra careful for the rest of the year. See Matt providing the warning below:



We had the election of officers for the 2009 calendar year. Those elected are the same as those nominated and are listed on page one of the newsletter. You might recall that the new ***Vice President*** is now ***Larry Davidson***, the ***Sec. Treas.*** is ***Jerry Foree***, the ***Safety Officer*** is ***Kent Kummer***, and the new ***3 yr Board Member*** is ***Don Boucher***. Three of the above four officers have never served in that capacity before, so we welcome the "new blood" and look forward to their service in the coming months.

President Patrick presented a new idea regarding the club membership cards. We will be offering laminated cards with an airplane picture on them. For \$5.00 extra you can have your membership card personalized with a photo of your choice on the card.

Secret: the way I look at it, if something is supposed to be a secret, then how did the first word about it get out?

Show & Tell

To conclude a fine year of model airplanes, we had only one show and tell example for the month of December, and it was not an RC model. George Jones was showing a cute little Spad 13 display model he found at Bargain Depot in Lawrence. The \$15 model was on sale for 50% off. Obviously, George won the model of the month with the Spad 13.



The Gal-O-Fuel was won by Kent Kummer, and the Super Falcon 120 was won by Greg Kloepper.



Jan. 13 Model Talk Meeting @ George Jones's

George Jones agreed to host the Jan. 13 Model Talk meeting at his home in south Topeka. George lives at 5630 SE Berryton Rd. Georges house is the all brick rancher on the east side of the road with a detached garage in the back. Take Berryton road south of 45th St.

Did you guys happen to notice the "In Season" Pepsi drink that that Patrick was sipping on at the meeting. Since I need half a column of filler to complete this page, I thought I would show Patrick and the "Christmas decorated" Pepsi.



Santa Clause Airplane straw-holder.



KCRC Swap-n-Shop

As you know by now we are moving our regular club meeting date up one week to accommodate the Swap Meet on Jan. 17. The club meeting of course will be this week on Jan. the 10th. See you there.

Model of the Month 2008

Some of may not know that we will be selecting the 2008 Model-of-the-Month winner from the 12 monthly winners this past year. The winner gets \$100 in club "Funny Money".

The P-Factor

Greetings and Happy New year to all and welcome to the January edition of the P-Factor. I hope each of you got to spend some quality time with your families over the holidays. Hopefully Santa was good to all of you.

After the meeting last month George Jones and I headed to the field so we could fly on club day. I was pleasantly surprised that new member Harris Tate joined us and flew. The weather was clearly deteriorating as the temperature was dropping and the winds were kicking up. But we managed to fly at least once. If a new guy can come out and brave the elements in order to get some flight time, why can't the rest of you?

I had the opportunity to fly on New years day with the Capital City R/C club below the Dam at Lake Perry. I was hoping to get down to Ottawa for the Franklin Co Freeze fly but a bout with the "crud that's going around" made me want to stick closer to home. It was actually a pretty nice day for flying, certainly much warmer with less wind than last year. One of the coolest parts of flying with the capital city group was getting to see the Bald Eagles in the area. At one point there were five of them in a tree just south of the field. (those of you the know me, know I am a huge fan of all types of eagles... bald, Christen, and F-15 are just a few that come to mind) It was a most enjoyable afternoon with good food, flying and friends. I hope the rest of you had the chance to get out and get some stick time.

Last month we elected 4 new people to fill the various open positions on the board. I want to once again thank the outgoing members for their efforts. Darrel Cordle, Matt Hilt, Bill Conradi and Phil Abadessa all contributed their time, thoughts, and ideas in an effort to make our club better for everyone. I especially want to thank Phil for the outstanding job he did keeping members informed via email and keeping things organized. Most of you are unaware of the tremendous amount of time that Phil put in behind the scenes making sure we had everything we needed for events and meetings as well as time he spent on the phone with AMA making sure we were all up to date with the paperwork required. Thanks again guys for all your hard work!

New to the board this year are Larry Davidson and Vice President, Kent Kummer as Field Safety Officer, and Don Boucher as the Board Member at Large position. Jerry Foree is back for another stint as Treasurer. (Is he still trying to get that all expense paid trip to the club condo in Florida?) Thanks guys, for the willingness to serve to make our club even better. I look forward to working with you. As I write this, the board has not had the opportunity to meet and discuss the upcoming year's activities.

Please let one of us know what you would like to see us do this year and just as importantly, how you can help.

I would like to get an idea if possible of those folks that are planning on entering a plane in the build a plane contest. Please let me know if you will participate.

For those of you that missed it, a couple of changes to talk about. First we moved the meeting date up a week so members could attend the KCRC swap-meet. And second, Gary Allcorn will not be able to host the model talk this month as originally planned. George Jones has graciously invited us all to his house for model talk on the 13th of January anytime after 5 pm with dinner around 6 pm.

Don't let the cold weather keep you from enjoying this wonderful hobby! Get out and fly, come to a model talk or building night and have some fun!

I hope to see you all at the club meeting on Sat Jan 10th, at the field afterwards for some flying and again at George Jones' house on the 13th.

Gentle winds and soft landings,

~Patrick



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