



**AMA Club # 2013
Year 2013**

www.jayhawkmodelmasters.com

Facebook at:

Jayhawk Model Masters

January 18 Meeting

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

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

Schedule of Events:

2014 Officers

President	Robert Sharp	951-707-5707
Vice Pres.	Gary Webber	842-8426
Sec/Treas.	John LaGasse	760-2543
Fld Safety	Darrel Cordle	766-8001
Board 3yr	Mike Weinsaft	843-3052
Board 2yr	Al Lata	760-5073
Board 1yr	Don Boucher	331-8939
Editor, yrs	Gary Rauckman	843-3281

Jan. 18, JMM Club Meeting

Thursday's, JMM Building Night

Feb. 8, KCRC Swap-N-Shop
John Knox Pavilion

May 3, Jayhawk Open

May 10, Jayhawk Electric Fly-In

May 10, WRCC Auction

May 15-18 ?, Midwest Slope Challenge

May 16, Airport Aviation Camp
And flight demo

News-wrap

Here it is Jan. 7 and we are now experiencing a heat wave (10 degrees) after that Polar Express that just blew through and exposed its -10 degrees yesterday morning. Oh well you are supposed to be inside anyway working on that building project.

I did finish that Flitecraft Bonanza that I was working on last month. The muffler bearings are all in and the plane is now totally clean with "prop wash" applied. I will call George tonight regarding the flux capacitor, and we will be good to go.

Let's see now, who was it that wanted to get into jets? Well, whoever it was, I ran across this photo of a kit-bashed ducted fan Cub, which lends a whole new meaning to the term "trainer jet" for you newbies.



Check out the side body exhaust.

Now that were making definitions and referring to aircraft terms, how about this photo. This true "shade tree mechanic" could also be thought of as "your neighborhood A&P". Oh yeah, for you young'ns, that was also our favorite grocery store of the 50's.



I guess I better get back to paint'n and sand'n. Still work'n on those tail feathers.

Oh...and here they are, almost finished.



Stolen Trailer

No, it's not mine, but someone did steal John Dalton's 10' x 5' trailer that he carries his large Beech in, and no, I don't think the Beech was in it at the time. The trailer is black with a white top. So, if you see anything like this, give me a call, just after you call the police, cuz I don't want to be packing any heat if you know what I mean.

Patrick sets record

Patrick Flew last month on club day for the 183 consecutive time. That is 15 years and 3 months on the calculator. Actually, we don't know if this is a record or not, but it must be. I guess we should check with the AMA and see if they know of anyone else who has recorded as many consecutive months of flying.

Flight attendant message after landing: "Thank you for flying Delta Business Express. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."

60% Bucker Jungmeister

You guys may have seen this on e-Model Airplane Newsletter. This 13' wingspan "model" weighs 138 lbs. and is powered by a 400 cc Moki radial.



March Club Meeting

Make a special effort to be at the March Club meeting as we will have a former B-17 "waist gunner" as our guest. He will have about a 30 min program, and will tell about his experiences in the B-17, being shot down and spending time in a POW camp. This is a "can't miss" meeting.

Renew your membership

As I mentioned last month it is time to renew your membership for the 2014 season. Not only would we like to have everyone back for this new year, but maybe you have a friend that would like to get started in the hobby as well. It's going to be a great year.

Voting for the Model of the Year

We will be voting this Saturday for the Model of the year. All monthly Model of the Month winners will be voted on, and the winner receives a \$100 coupon or credit to be used as he wishes for the coming year.

Feb 8 Swap and Shop

The KCRC Swap-n-Shop will be held this year at the Pavilion at John Knox Village, 520 NW Murray Rd., Lee Summit, MO. Hope to see you there. It starts at 9:00 AM, and some of us will meet for breakfast at 7:00 AM at the 87th St Perkins if you would like to join us.

Dec. 21 Club Meeting

We had 20 people at the Dec. club meeting and that included Rob Dewhirst a prospective new member. Our cooks were Dave A, Robert Sharp, Mike W, Zack S, and Steve Lewis. I believe the Jan. breakfast will be prepared by the cooks of Amy's Attic.

We held the annual elections of officers, and the ballots returned were 99.9% unanimous for our new group of guys. Thanks guys, for agreeing to serve this 2014 season. There was no Show & Tell. I could have brought my FliteCraft Bonanza, but I forgot.

Field Electrical

In case you are wondering, I did talk to Darin Pearson, the golf course Super, about they (the city) making the application for power to see if that would reduce our cost. The reason being, that we are being charged a premium fee because of our projected minimum usage. I have not heard back at this date.

Raffle Etc

I forgot to mention that Patrick won the monthly Gal-O-Fuel as usual and the winner of the NexStar Arf kit was our new treasurer John LaGasse.



2014 Event Calendar

May 10 Jayhawk Open
May 17 Jayhawk Electric
June 21 Jayhawk Float Fly
Sept. 27 Jayhawk Big Bird

Tip of the Month

Vapor Trails, Derby KS RC Club

This months tip involves the dangerous practice of making last minute changes to your aircraft when the engine is running.

I recently heard about an incident involving the first flight on a new aircraft. After the engine was started and was ticking over nicely, the pilot decided to make one last sanity check of his control surfaces.

As he wiggled the controls, he finally noticed that the rudder was operating in reverse. Since he was in a hurry to go flying he turned the transmitter over and flipped the servo reversing switch for what he thought was the proper channel.

Well, he got the throttle instead of the rudder. The engine suddenly went from idle to full power. The aircraft shot away from him because no one was holding on to it.

The worst problem here was that the pilot did not realize what had happened. All he knew was that something had gone wrong. The airplane became airborne while he was still firmly pulling back on the throttle stick trying to get the engine to slow down.

Since this was the aircrafts first flight, it was out of trim. The pilot had to try to keep it under control while both the rudder *and* the throttle were working backward!

It took the guy a few minutes for his mind to catch up with the situation. After he realized that the throttle problem was his own making, he pushed the stick forward. With the engine finally at idle, he was able to get the aircraft safely back onto the ground.

In this case no one was harmed and the aircraft survived to fly another day, however, this does point out the danger of going flying by yourself as well

First: If possible, always have someone with you at the flying field

Second: Never fly an aircraft unless you are absolutely sure that everything is in good operating condition. Make sure the Tx is set properly, the range check is okay, the Rx is switched on, and all surfaces move in the proper direction.

Japan Bombed the US Mainland

-- Continued from Dec Newsletter--

The crew assigned to the single-engine observation and light attack aircraft sprang into action. They rolled the plane out its hangar built next to the conning tower. The wings and tail were unfolded, and two 168-pound incendiary bombs were attached to the hard points under the wings. This was a small, two-passenger floatplane with a nine-cylinder, 340-hp radial engine.

It was full daylight when the captain ordered the aircraft to be placed on the catapult. Warrant Officer Fujita started the engine, let it warm up, and checked the magnetos and oil pressure. There was a slight breeze blowing and the seas were calm - a perfect day to attack the United States of America.

When the gauges were in the green, the pilot signaled and the catapult launched the aircraft. After a short climb to altitude, the pilot turned on a heading for the Oregon coast.



Johnson, the forestry student, was sweeping the horizon but could see nothing; he went back to his duties as a forestry agent, searching for any signs of a forest fire. The morning moved on. Every few minutes he would scan low, medium, and high, but nothing caught his eye.

The small Japanese floatplane had climbed to several thousand feet of altitude for better visibility and to get above the coastal fog. The pilot had calculated landfall in a few minutes, and right on schedule he could see the breakers flashing white as they hit the Oregon shores.

Johnson was about to put his binoculars down when something flashed in the sun just above the fog bank. It was unusual because in the past all air traffic had been flying up and down the coast, not aiming into the coast.

The pilot of the aircraft checked his course and alerted his observer to be on the lookout for a fire tower which was on the edge of the wooded area where they were supposed to drop their bombs. These airplanes carried very little fuel, and all flights were in and out without any loitering. The plane reached the shoreline, and the pilot made a course correction 20 degrees to the north. The huge trees were easy to spot and certainly easy to hit with the bombs. The fog was very wispy by this time.

Johnson watched in awe as the small floatplane with a red meatball on the wings flew overhead. The plane was not a bomber, and there was no way that it could have flown across the Pacific; so Johnson could not understand what was happening. He locked onto the plane and followed it as it headed inland.

The pilot activated the release locks so that when he could pickle the bombs they would release. His instructions were simple: Fly at 500 feet, drop the bombs into the trees, circle once to see if they started any fires, and then head back to the submarine.

Johnson could see the two bombs under the wing of the plane and knew that they would be dropped. He grabbed his communications radio and called the Forest Fire Headquarters, informing it of what he was watching unfold.



The bombs tumbled from the small seaplane and impacted the forest; the pilot circled once and spotted fire around the impact point. He executed a 180-degree turn and headed back to the submarine. There was no air activity; the skies were clear. The small floatplane lined up with the surfaced submarine and landed gently on the ocean, then taxied to the sub.

A long boom swung out from the stern. His crewman caught the cable and hooked it into the pickup attached to the rollover cage between the cockpits. The plane was swung onto the deck; the plane's crew folded the wings and tail, pushed it into its hangar, and secured the water-tight doors. The I-25 submerged and headed back to Japan.

This event, which caused no damage, marked the only time during the war that an enemy plane had dropped bombs on the United States mainland. What the Japanese didn't count on was coastal fog, mist, and heavy doses of rain made the forests so wet that they simply would not catch fire.

Fifty years later, pilot Nobuo Fujita, who survived the war, would return to Oregon to help dedicate a historical plaque at the exact spot where his two bombs had impacted.

The elderly pilot then donated his ceremonial sword as a gesture of peace and closure of the bombing of Oregon in 1942.

It should also be noted that Keith V. Johnson, Nebraska forestry student, entered the USN shortly after this bombing and retired as a Captain, USN after a long career in the USN.

AirMule Flying Tank of the Future?



We've never seen an air vehicle that looks like this! Reminiscent of something from the Batman movies, AirMule is the creation of Israel's Tactical Robotics Inc., and it can fly by remote control or using autonomous control. Internal rotor blades allow this unusual aircraft to land in small and uneven areas, so it can evacuate wounded soldiers while under anti-aircraft fire! This prototype weighs 1700 pounds and can carry an additional 1400 pounds, at a potential top speed of 112mph and up to 1200 foot altitude. Being quieter than a traditional helicopter gives it an edge in the stealth department. We just want to know when someone is going to develop a (much!) smaller RC version!

Jayhawk Model Masters Radio Control Club INC.

AMA Charter # 2013

Year 2014 Membership Application or Renewal

Please complete this form and return with proper dues payment and proof of AMA Membership for the year of 2013 to a club officer. Print Legibly

The Jayhawk Model Masters R/C Club INC. is an AMA chartered club so you must be a current AMA member first. Contact AMA (Academy of Model Aeronautics) at 1-800-435-9262 for membership information. To verify your AMA membership, you must show your AMA membership card or proof of payment to the club officer taking your application. If sent by mail, a photocopy of your AMA membership card is acceptable.

Full Name (**Print**) _____ Spouse Name _____

Address _____

City _____ State _____ Zip Code _____

AMA # _____ Phone # _____ Cell Phone # _____

Birthday _____ Radio Channels _____

E-MAIL address _____

I agree to abide by all AMA and the Jayhawk Model Masters R/C Club INC. rules and any decisions made by the Jayhawk Model Masters R/C Club INC. Officers or Board of Directors.

Signature _____ Date _____

Annual Dues: Prorated quarterly for new members only, **Adult**, 1st \$75.00, 2nd \$56.25, 3rd \$37.50, 4th \$18.75
Family (with youth under 18 years old), 1st \$80.00, 2nd \$60.00, 3rd \$40.00 4th \$20.00
Youth (17 years old and younger), 1st \$25.00, 2nd \$18.75, 3rd \$12.50, 4th \$6.25
Social Membership, (no flying or voting rights), 1st \$25.00, 2nd \$18.75, 3rd \$12.50, 4th \$6.25

Note -- Dues may change from year to year.

A key to the flying field may be obtained during any regular club meeting and requires a \$3.00 deposit.

Release and waiver of liability agreement

In consideration of me and or my children, guests, or other person or persons participating in club or field activity, hereby, for myself, my heirs, my executors and or administrators, waive any and all rights and claims for damages I may have against the Jayhawk Model Masters R/C Club INC. and any individuals elected or appointed to act as representatives of Jayhawk Model Masters R/C Club INC., U.S. Army Corps of Engineers or their representatives, the city of Lawrence, KS or their representatives. Also none of the above is responsible for injuries, the loss of personal items nor any other form of aggravation in connection with the club or field activities. I recognize that there may be potential hazards in this activity.

Full Name (Please Print) _____

Signature _____

Signature of Parent or Guardian (If under 18 years of age) _____

Mail To- Jayhawk Model Masters R/C Club INC.

% John LaGasse
2911 Flint Ct.
Lawrence, KS 66047





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