



**JAYHAWK  
MODEL MASTERS  
NEWSLETTER**

**AMA Club # 2013  
Year 2013**

[www.jayhawkmodelmasters.com](http://www.jayhawkmodelmasters.com)

**July 20 Meeting**

**JMM Club House  
305 West 23<sup>rd</sup>  
Lawrence**

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

**Schedule of Events:**

- July 20, JMM Club Meeting
- July 20, Clearwater Jumbo Rally
- July 23, Tuesday Night Barby & Fly
- Thursdays, JMM Building Night
- July 27, KCRC Big Bird
- Aug. 2-4, Gathering of Warbirds & Legends  
Forbes Field
- Aug. 10, SMRCC Float Fly  
Wyandotte County Lake
- Sept. 7, KCRC Warbird Fly-In
- Sept. 14-15, Salina IMAA
- Sept. 21-22, Blue Sky IMAA  
Topeka Wednesdays Child Event
- Sept. 28, Jayhawk Big Bird

Facebook at:

**Jayhawk Model Masters**

**2013 Officers**

President	Dave Alexander	843-3960
Vice Pres.	George Jones	727-5970
Sec/Treas.	Jerry Foree	749-0594
Fld Safety	Fred Heinecke	841-0397
Board 3yr	Al Lata	842-3420
Board 2yr	Gary Webber	842-8426
Board 1yr	Jim Morris	865-0952
Editor, yrs	Gary Rauckman	843-3281

**News-wrap**

Ok, I know its mid July and I know its hot most of the time, but when we get some really nice 80 degree evenings, I would like to have somebody to fly with. I went out three times a week or so back when it was just beautiful and I was all by my lonesome.

One night I nearly crashed my jet Yak 108 twice. I took off and the trim was way off; how could that happen on my JR 10X? I had to hold full left rudder and full left aileron until I could get enough altitude to make the adjustments. I also nearly lost it visually while turning right base, and that was with my yellow glasses on.

I haven't seen anyone since the Jayhawk Float Fly, so I have no idea what you guys are up to. Please send me an email now and then, and maybe include some photos now and then as well. As soon as we get through another summer heat wave the events start to "heat" up. Remember, we need to go to other people's events if we want them to come to ours. Like Yogi says, " we need to go to other people's funerals, if we want them to come to ours"???

### ***Jayhawk Float Fly***

The forecast was not good for our own float fly, but the wind didn't quite get up to the forecasted speed. I would say it was a constant 18-20 mph all day, and didn't really bother too much. But it did limit our attendance. I believe we had 15 registered pilots, and most of them took the J-3 ride. Don Thun even came over from Topeka just for the ride. He said he had never been in a J-3 Cub, and he's been in a lot of different aircraft. Following are some photos from the event.



This is Charlie Swain's Aeroworks Bravado above. Charlie fly's with the 95<sup>th</sup> Street group in KC. The 21 lb. Bravado can be purchased with the matching floats as you see it. The 112" craft is powered with a DLE 35RA.



While I'm thinking about it, I want to thank Lauren Wenger for posting a video of our event on you-tube and facebook

Here is George Jones prepping the big Super Cub for flight.



And of course there are always a few "tailgate" spectators.



And Finally, the J-3 is off for another trip around the patch. Stephen Hicks was my pilot for the day, and I heard many favorable comments about Stephen, a 21 year old college student, a gentleman, and excellent pilot.



### ***Corsair Lovers***

Oh My, Oh My, Oh My, look what Horizon Hobby is getting ready to release, an 85.5" full scale F4U Corsair.



This 60cc baby is just what the doctor ordered, Oh you say its \$999.99, and that doesn't include the scale retracts or the optional 77cc 7 cylinder radial engine. I wonder if my Saito 450 will fit in that cowl; I doubt it. A must have for real "Corsair Lovers".

Ok back to the cheap stuff, I did make a little progress on my Cessna Citation this month. The electric turbines are installed along with the 120 amp speed controllers. And I just figured out where I want to mount the pull-pull servo for the nose gear steering servo. After that it's the retract air cylinder, the battery supports, and mounting the Rx.



Do you remember the photo I had in the May newsletter of the water at the field, well here it is again.



Doesn't that seem like years ago; here we are again in the middle of another drought.



## ***June Newsletter***

I mentioned in June that my camera was broken with a damaged memory card. However, I was able to recover the photos on the card, and I will be showing those below. The first photo is Mike Weinsaft and the Dynam Pitts that he was showing at the May meeting. As you will remember, the 42" Pitts, that won the Model of the Month, is powered by a 4S motor and Lipo.



The other photo is of the 56" Maxford Globe Swift being shown by Bill Elkins. The "Swift" has flaps retracts and optional lighted instrument panel, and fly's on a 3S 3200 mah battery.



## ***Lawrence Airport Youth Camp***

As most of you know by now, our club meeting in June was in conjunction with the Lawrence Airport and an aviation camp that we were invited to be a part of. Our part was to supply instructors for one of the 4 classes and provide an optional static display. In the photo below are George Jones and Jerry Foree who volunteered to teach one of the classes on Aircraft Anatomy.



Featured below are several aircraft that were on static display, including John Dalton's Beach 18 and Darrel Cordle's Staggerwing Beech.



## ***Concrete Airplane Fly's***

Many of you I'm sure saw this article in the MAN e-newsletter about the South Dakota University's concrete aircraft. I will edit the article to fit this section.



South Dakota School of Mines & Technology students David Haberman and Tyler Pojanowski were the first to fly and safely land an 18-pound RC concrete aircraft. The flight was quick and wobbly with the landing equally erratic, but it was enough for the record books. The 18-pound plane held its own during a crash landing to become the second known concrete plane to fly and the only one to stay intact upon landing.

The plane, with a wingspan of 40 inches, was designed and built entirely by three SDSM&T seniors who recently graduated. David Haberman and Tyler Pojanowski, both mechanical engineering majors, and Seth Adams, a civil and environmental engineering major, worked on the plane for a year as part of their senior design project. Hansen and Lidvin Kjerengtroen, Ph.D., advised them throughout. The group had just one shot to test a year's worth of work.

Watching the concrete plane taxi 200 feet along the runway at the Central States Fairgrounds was a bit unnerving, said Pojanowski. "I was really nervous. We put a lot of time into it to see if it would work or not, and once it took flight I was shocked. The numbers said it would fly, but numbers and actually seeing it fly are two different things. Seeing it was exciting and proved that what we did during the semester was true," Pojanowski said.

## ***20' Catalina Takes Off***

*From MAN Newsletter*



After nearly four years (3000 hours!) of building, Australian RC pilot Stephen Thomas had the thrill of seeing his giant-scale project take off at the Darling Downs Soaring Club in Queensland. This 1/5-scale plane is powered by two Desert Aircraft 150s spinning 28x12 Metz props and it has 25kg-rated Hitec servos and custom Century Jet retracts with hydraulic main gear and air nose gear. With a flying weight of 248 pounds, this monster flying boat is an impressive sight on the ground and in the air. We congratulate Stephen on a job well done and thank him for posting his video to YouTube.

## **LEADER TO LEADER**

# ***First Impressions***

***by Rusty Kennedy***

**First impressions** are lasting impressions and you only get one chance to get it right. Few clubs don't need new members.

When a new person arrives at your field with all of his or her new equipment, make it a practice to be as inviting and friendly as possible. Greet him or her with a smile and a handshake. Introduce the person to others at the field. People are usually slightly intimidated when they see several people whom they don't know, but want to get to know.

I'm at my club field nearly every weekend and I make it a point to meet and greet anyone who comes to the field. I give him or her an issue of *Model Aviation* and if he or she has a child, I give the youngster a small balsa glider. I answer questions, provide club information, and explain how much fun model aviation is. If possible, we try to have an Intro Pilot give him or her a buddy-box flight.

All clubs have a gregarious member who spends much time at the field. Point out new people to this person and let him or her break the ice. If the new pilot has his or her equipment, point the person to a club instructor or one of the club's more-experienced members to get things checked out. Take the time to make sure everything is shipshape and point out what needs some work. Be nice. We were all new members at one time.

Remember that you never know who you are talking to. I can give you several instances in which I was speaking with someone whom I did not know and was surprised to learn who they were. One was the former vice mayor who, 20 years ago, was instrumental in my club getting its field. I spoke with him about 20 minutes before I knew who he was.

Recently, I was assigned as administrator of estimate and have been dealing with a local certified public accountant (CPA). I had meeting with the CPA and had my AMA hat on. The CPA said she knew about AMA. As it turned out, she is the sister of a former AMA senior executive. It's a small world!

As Leader Members, we want to set the example for others to follow. You never know who your next club and AMA member will be.

Have a fun summer of flying.





# ***Jayhawk Big Bird Fly-In***

***Sept. 28, 2013  
9:00 AM - 5:00 PM***

***Location: Below Clinton Dam - Lawrence, KS  
3.1 Miles West of 59 Hi-Way on County Rd 458***

***Contest Director: Patrick Deuser  
785-766-9254 pdeuser@hotmail.com  
Jayhawk Model Masters***

***Landing Fee: \$15.00  
Registration starts at 8:00 AM***

***Giant Scale Raffle Prize***

***Concessions & Facilities on Site***



*Jayhawk Model Masters  
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