

# JAYHAWK Model Masters Newsletter



**AMA # 2013**

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

## June 16 Meeting

See us on Facebook at:  
[Jayhawk Model Masters](#)

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

## 2012 Officers

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

President	Don Boucher	748-0852
Vice Pres.	Dave Alexander	843-3960
Sec/Treas.	George Jones	408-3062
Fld Safety	Tom O'Brien	913-748-1117
Editor	Gary Rauckman	843-3281
Board 3yr	Gary Webber	842-8426
Board 2yr	Jim Morris	865-0952
Board 1yr	Harris Tate	841-8946

## Schedule of Events:

June 16, JMM Club Meeting

June 16, Practice Float-Fly after meeting

June 19, Barby & Family Night

Thursdays, JMM Building Night

June 23, Jayhawk Float Fly  
Bismarck Lake, N Lawrence

June 30, Fire Cracker Fly-In, Hillsdale Lake

Aug. 4-5, Mid-States Scale, Hillsdale Lake

August 11, SMRCC Float Fly  
"Wyandotte County Lake"

Sept. 8, KCRC Warbird Fly-In

Sept. 15-16, Blue Sky IMAA, Topeka

Sept 22, Jayhawk Big Bird

## Newsrap

I don't know about you, but I haven't done a lot of local flying lately....Oh yeah, I did take my nephew and his 9 year old son out Friday afternoon to fly his recently purchased Parkzone Super-Cub. It was a little too windy, but we flew it anyway. He (the 9 yr old) is really pumped about the RC hobby, and did all his own research before they went to Hobby Haven for the big buy.

After that I pulled out my turbine powered Yak-108, and really put the buzz in his desires. We had a family reunion in KC the next day, and he was all about talking and flying his Super Cub aircraft.

Hey...just wondering, has anyone heard anything from Travis Yokum? That's the guy who secretly received the Hanger 9 P-51 birthday gift from his wife at our Fly-In. Perhaps Hank is in touch.

I'm also sitting here wondering if we ever received the CD from the "Big Lens" photographer that was at the Jayhawk Open this year? We might want to let him know about our Float-Fly on Jun 23.

### ***May 22 Barby & Family Night***

Hey, the five of us who made it a priority for the May Family night had a great time of flying and eating. George and I both had our wives in attendance. The weather was nearly perfect. Oh yes, Scott Borton joined-in as well. Hope to see y'all for the June 19 Family Night and bring'm all. Perhaps it will cool-down again.

### ***Paola "Heartland" Float-Fly***

Dave Alexander and I made a decided effort to attend the "Lake Miola" Float-Fly this year, so we took the big trailer and stuffed it for a full day of flying. It was good to see old friends and make new ones. I believe they had 28 pilots and probably 60 plus aircraft. Guys from Topeka included John Dalton, Ken Bina, Robert Longyear, Bill Miller and others.

I did try to fly my EDF Canadair, but lost an impeller just as the plane got on the step. Hopefully it wasn't caused by some ingested water. Alex Curtis, KC, had a photo of it where he caught the impeller in mid-air about 4 feet in front of the aircraft. I hope to have that photo before I finish the newsletter. Dave kept busy all day by flying at least 4 different aircraft. I did lose my old giant sized Mariner at the event. I think I let the Tx battery get too low, and forgot to bump it up before the Mariners final flight. It might be repairable, but not by me.

## ***Heartland Float-Fly Photos***

Quarter Scale Cub



E-Flite Electric Beaver



Dave's Sig Cadet



### ***More Photos***

Hey Supancic, This Waco is wearing those big floats I sold at the KCRC swap meet.



Cub at lift off

My favorite this year was Darrel Watts' customized and twice rebuilt Balsa USA Northstar decorated to resemble an F-18 Hornet.



Take notice, this big 90" floater has no wingtip floats...It needed'm



And finally, a really big Cub





Alex Curtis just sent me photos of the Canadair. Look close at the 2<sup>nd</sup> photo.



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You guys might already know that George Jones sold his home south of Topeka and may be purchasing a house on Stetson Drive in west Lawrence. However, to kickoff the house cleaning, the leftover crashed RC tails and skeletons were given an old fashioned barbeque. I hope he made some Smore's. See photo at the top of the page.

Grumman G-44 Widgeon

George says farewell to the remnants



**June 16 Raffle Prize**

We will have a raffle prize at the June 19 club meeting, and it will be a 63" Phoenix Models Extra 330S. Your 60-91 2-stroke will fit perfectly in this model.



**June 23 Float-Fly Raffle Prize**



### ***4-Star 40 Pylon Racing***

Hey, I just noticed that the Smithville Dambusters do 4-Star 40 pylon racing. Each pilot must have a stock 4-Star 40 aircraft with a stock Super Tiger G-40 2-stroke engine, and a 10/6 Master Airscrew prop.. They set the pylons at 660 ft. apart, and run 10 lap heats. The race starts with the takeoff from the runway, so I'm not sure how many planes are flown on each heat. They also have a warbird class. Just something to think about.

### ***Competition Fun-Fly***

Are we going to have a competition Fun-Fly this year? Didn't I hear that there was a really good interest in doing so. Maybe we should charge \$10 for advance entry, and if you show up you get \$5 back. The rest could be used for trophy's. Lets hear from you guys at the club meeting. I would be glad to arrange it if we can get a good entry attendance.

### ***May 19 Club Meeting***

We had both a visitor and a new member at the May meeting. Harris Tate brought Carol Hill, one of his woodworking friends from Arkansas. It just so happens that Carol's dad was a B-17 Mechanic back in the day. Zach Stephens was back as a club member. Zack now has the Hanger 9 PTS P-51 trainer, and probably needs a little instructor time. In looking through the roster, I see that we have also added Lance Holly to the membership. Welcome guys

The mowing committee asked all mowers to be sure and log-in on the sheet at the mower barn. They also mentioned that we have now saved \$1000 to date in mowing costs. Payments on the first year of mower loans are to be paid at the meeting this Saturday.

In a general review of the Open, it was determined that most things worked well. Perhaps we will need to raise the food prices a tad at the float fly. The raffle made some money as well as the food sales. Someone again mentioned that Floyd Greenwood has a Neptune float plane for sale for \$125. This is now a \$170 value.

### ***Show & Tell***

Mike Weinsaft was the only show & tell with a small Kange Monocoupe. The "Coupe" features a 1020 kv 480 motor, a 30 amp esc powered by a 3S 1800 mah Lipo battery. We will call this the Model-of-the-Month even though it was not quite ready to fly. Mike, as you know, has wanted to build a Monocoupe since 1986, and currenty has some 15 sets of plans of the aircraft.

### ***McLouth Barby & Fly***

I just heard from Patrick and I will summarize his report. Don Brents, no longer a club member, was the only comrade to join Patrick for the flight demo. However they still enjoyed a good time together. Several committee members stopped to apologize for the lack of communication. Don flew his Sig Fazier and his A-10, while Patrick flew his giant Tiger Moth and Skyfun. He said he didn't have the "cojones" to fly the Squall. They still gave the club a \$75 donation for making the show

Patrick said he was talking to his cousin Saturday night who said he was at the McLouth Barby Blowout. He said he saw some really cool planes from down on smokers alley, not realizing that Patrick was one of the flyers. Patrick said they talked to a bunch of people about the club and the hobby. Thanks Patrick!

## ***Fly the Elevator***

By David Scott



The first 3D maneuver many pilots learn is the “elevator.” During an elevator, the airplane remains fully stalled and drops almost vertically in a flat attitude. Start by pointing the airplane directly into the wind. Cut the throttle and increase up-elevator to enter a stall. At the moment the plane stalls, hold in full up-elevator and add a few clicks of throttle to provide enough propwash over the tail to maintain control authority and to keep the fuselage level. Then adjust power to raise or lower the nose.

Throughout the descent, rudder is the primary control used to correct left and right deviations, including leveling the wings. Most of the time you'll have to hold in some right rudder to correct for the left turning tendencies of propwash and P-factor (asymmetric propeller thrust) that occur at high angles of attack. During the descent, you will likely encounter the phenomena of wing rocking. (When both the left and right wings are deeply stalled, they tend not to stall exactly the same.) Consequently, continuous rudder corrections, sometimes backed up by small aileron corrections, will be needed throughout the descent to keep the wings level. Large ailerons inputs should be avoided due to the significant adverse yaw that occurs any time you apply aileron at high angles of attack.

If you must make a larger aileron input, you'll need to coordinate the rudder in the same direction as the aileron to prevent adverse yaw from jeopardizing the maneuver.

### **Brief Bumps are Key!**

Your rudder and aileron corrections must be brief. If you've watched car racing on TV, you may have noticed the in-car camera shots of a driver bumping or nudging the steering wheel. That's because race cars are typically driven on the edge of control, and if the driver over-controls just once, he can send the car spinning out of control. To avoid spinning out, race car drivers make several smaller (bump) corrections rather than one larger correction. Similarly, an airplane teeters on the edge of control during most 3D maneuvers, and thus your rudder and aileron corrections must be kept brief to avoid aggravating the wing-rocking phenomena.

**Elevator-Flap Mix** An effective technique used to reduce wing rock is to activate the elevator/flap mix so both ailerons raise up approximately 20-30% when you hold in full up-elevator. While you're at it, you might as well program both ailerons to lower 20-30% with down-elevator to complement future inverted 3D maneuvers.

### **Elevator Summary**

Point the airplane into the wind, cut the power, and smoothly pull full up-elevator. When the plane stalls, add a few clicks of throttle to keep the fuselage level and hold in some right rudder to correct for propwash and P-factor. Correct deviations with brief bumps of rudder and use coordinated aileron and rudder inputs to correct larger wing deviations. Keep your fingers moving, and if the wings start to rock uncontrollably, exit the maneuver by relaxing the elevator and adding power.



# **Jayhawk Float Fly**

**Radio Control Float Planes**

**Sat. June 23**

**By: Jayhawk Model Masters**

**Location: Bismarck Lake  
North Lawrence, KS**

**From H-Way 24-40. Go 1.1 Miles East on Lyon Street  
To N 9th Street, then 0.3 miles North**


**Landing Fee: \$15.00**

**Contest Director: Gary Rauckman 785-423-2700**

**Registration Starts @ 8:00 AM**

**Concession & Facilities On Site**



A yellow biplane with a white float is flying over a body of water. The plane is captured in a side profile, showing its two wings, tail, and the large white float mounted below. The water is a light blue-grey color with some ripples. The background is a clear, pale blue sky.

*Jayhawk Model Masters  
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