



**AMA Club # 2013  
Year 2013**

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

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### June 15 Meeting

**@ the Lawrence Airport  
Lawrence, KS**

**12:00 PM – Business Meeting  
And Pizza Lunch**

### Schedule of Events:

June 15, JMM Club Meeting

Thursdays, JMM Building Night

June 15, Lawrence Airport Open House  
JMM Static & Flying Demos

June 22, Jayhawk Float Fly & J-3 Rides

June 29, KCRC All Electric Fly-In

July 27, KCRC Big Bird

### 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

This appears to be a very short newsletter for several reasons. One, I just got back after 10 days in Savannah, and its Wenesday night, and I am out of time. Two, my camera flash card and/or reader is not working. My camera broke on the trip and may have cancelled all my photos.

So, If I have to go on memory, we are in trouble. The only thing I can remember about the month before I left was that George Jones broke my heart and his too when he attempted a takeoff of his beautiful Hanger 9 Super Cub with floats. The end result was a stall and crash, and I didn't want to take any photos anyway. It looks somewhat repairable, but I on't know what he decided to do

I did go to the Blue Sky Fly-In after the meeting last month, but the cross-wind was so strong that I never took anything out of my truck. Oh, correction on that; I did try to start the turbine on my Yak-108, but it wouldn't start. Maybe that was my protection for probably attempting to fly when I shouldn't anyway.

I didn't get there until almost noon, and several planes had already crashed or cart-wheeled on takeoff. The big 96" Ag-Wagon of Bill Miller's broke one side wing off on an aborted takeoff, and John Dalton crunched the wingtip on his large Taylorcraft. Someone else hit the powerlines off to the side of the runway on a landing attempt. All that being said, I saw a number of guys flying some micro-foamies without regard for the wind. The wind really was on a direct 90 degrees to the runway, and it was blowing a good 25 plus mph.

Regarding my turbine, I took it home and closely examined the ECU. There I spotted a broken wire flush with the top of the circuit board. When I noticed that this was the wire that goes to the throttle on the Rx I thought, Ha Ha this has to be the culprit, and I knew just the guy who could repair it.

To George Jones's house I went to see what he could do, no problem, the ole Tv/radio repairman knew just how to fix it. A low heat solder-gun and a toothpick had the old broken wire out in seconds, and the new end slipped right in. Thanks again George!

Since I don't know what you guys are doing in your shops, I will again have to talk about what I am working on. I have had a replacement Cessna Citation in the basement of my shop for a couple of years, so, I decided to get it out and start working on it. See photos from my phone camera at the top of the page.



Fortunately my phone camera has a few more photos on it such as the day we were headed to the airport for our trip to Savannah. I stopped by the airport to see what the water level was after the early morning storm. Not as bad as previous years, Oh, see for yourself here.



Here's another photo of the water. Now that the wind is blowing and its 97 degrees outside, I hope that this isn't the last of our rains.



This just might be it as far as having photos for the balance of the newsletter, but you can read on.

### ***JMM May 18 Club Meeting***

We had a visitor in addition to the 20 attending members at the May meeting. The visitor, and I think now member is Mohammad Belazrag who works at Hallmark Cards. He's been in the hobby about 8 months, however he started by flying Heli's, and than moved to airplanes.

Jerry gave us the Treasurer's report, and reported that our current net worth to be \$8482.22. The mower checks will be going out this Saturday. There was no Safety Report or Web master report. It was furthermore reported by Jerry that we made \$439.95 on the Electric Fly-In. This was mainly because Hank Darnel had all the food catered "Free" by Schlotsky's.

Rich Haig was present to give us the skinny on the airport event and to get a commitment from a couple of teachers. George Jones and Jerry Foree volunteered for that. Thanks guys.

Regarding the McLouth Barby and R/C Fun Show, there was no info. I believe Patrick Deuser was going to call someone after the meeting to see if we were on for the program. A sign-up sheet was also passed for cooks needed at the July meeting and beyond. The Gal-O-Fuel was won by Harris Tate.

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

There were 2 aircraft for show & tell, one being a 42" Dynam Pitts by Mike Weinsaft, and also the MOM or Model-of-the-Month. Mike added hatch magnets and a beefed-up elevator. He also slotted the foam wings and added vertical carbon fiber strips.

Mike painted the aircraft with 3 coats of clear polyurethane, and added his own small graphics. It is powered by a 4S 1800 mah Lipo. Sorry, no photo

The other show & tell was Bill Elkins and his Maxford Globe Swift. This baby comes with installed electric retracts and was on sale for only \$156. The swift has flaps and an optional lighted instrument panel. This 56" Globe Swift is not a foam aircraft, and fly's on a 3S 3200 Lipo and a Castle 54 amp ESC.

### ***June 22 Float Fly***

There have been no changes to the Float Fly venue, I just hope the weather will work out for us. I plan to go out there next week to see what needs to be mowed, and look for a place to locate the weeny-wagon.

The directions are in the May newsletter or on the flyer attached at the back of this newsletter.

## Concentration and Focus: Yours (And Your Airplane's) Best Friend

by Rob Mawer, Simi Valley Flyers, California

**Every time I** do something dumb, I seem compelled to write about it. This article is about following the first rule of (full-scale) flying that I learned—before all other things, fly the airplane. Like all future FAA pilots, my instructor bombarded me with many things while I was flying such as:

What is your heading? What is the wind direction? Your heading is 170°, for VFR, what altitude are you supposed to be at (odd or even +500)? If you had to put down, where would it be? (My instructor actually did that while secretly shutting off the fuel to my Cessna 152 simulating an inflight emergency while heading toward Agua Dulce).

Those who have earned this certificate from the FAA know exactly where I'm coming from. Why did he have me do that? To get me used to the fact that there can be many distractions going on while you are flying such as collision avoidance, faulty instruments, Automated Terminal Information Service transcriptions, passenger chatter in the cabin, and airport controller instructions. The point is, your primary job as pilot in command is to focus on flying the airplane above all else. Okay, so one might ask why the rambling preamble?

Flying our models is no different than flying full-scale aircraft. The laws of gravity are the same and are just as unforgiving, especially when you lose focus.

Case in point: One Sunday I was having a great day at our little electric field. The soccer season finished so we weren't booted off the field at 8:30 a.m. The weather was cold, but not so cold that your fingers lost feeling and more importantly, there was no wind so we were flying longer.

Now, while parks and recreation allows us to share this field with the soccer foundation, it is still a public park and the public (dog walkers, runners, and anyone generally looking for a shortcut) can be on the field. This particular Sunday, there were several folks out with their dogs, one in particular that thought it was a

good idea to just stand in the landing pattern while his beloved pups "did their business." He was told once while standing in the middle of the field that he had to move out of harm's.

I was flying my E-flite Taylorcraft (my favorite), braving some inverted flying (at high altitude), doing rolls, loops, and generally having a lot of fun. I decided to work on some slow flying and circling at the far end of the field (far from this individual). Unfortunately, my concentration and focus suddenly shifted towards this him as I seemed to be more concerned about his safety than for what I had in the air. The thing was, I was nowhere near him but I saw out of the corner of my eye that another airplane was landing close to him.

When I refocused my attention, my Taylorcraft was in a nose dive toward terra firma (Refer to the second rule of flying: "airspeed and altitude are your best friend," and I had neither). This lapse of focus was an instinctive reaction to a situation and something I (we) should not allow to happen. Unfortunately, it cost me an airplane (fortunately, it was only an airplane).

Losing focus, whether it is using a power saw, driving (that includes cell phone distractions), or anything that takes our attention from the job at hand, can have disastrous consequences. As for me, I picked up the remains of my beloved "T-Cart," licking my wounds, and yes, I did get another Taylorcraft (Gorilla Glue couldn't fix this one).



# ***Jayhawk Float Fly***

***Sat. June 22***

***9:00 AM - 5:00 PM***

***By: Jayhawk Model Masters, Lawrence, KS***

***Free J-3 Cub Rides All Registered Pilots***

***6.5 Miles So. Of Lawrence (31st) on 59 HiWay  
SE Corner of N 650 Rd & 59 HiWay***

***Contest Director: Gary Rauckman  
785-423-2700 rocketman200@juno.com***

***Floating Fee: \$15***

***Concession & Facilities***

***Spectators Welcome***

A photograph of a model airplane in flight. The plane is primarily white with yellow and blue accents on the fuselage and wings. It has a red nose cone and a red tail section. The background is a blurred green field with a body of water in the foreground. The text is overlaid on the lower left portion of the image.

*Jayhawk Model Masters  
c/o Gary Rauckman, Editor  
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