



# JAYHAWK Model Masters Newsletter



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

**A.M.A. #2013**

**MAY 2010**

## May 15 Meeting

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

**8:00 AM – Breakfast**

**9:00 AM – Business Meeting**

## Schedule of Events:

**May 15 JHMM Club Meeting**

**May 18, Family Night @ the Field  
“Barby-Fly-Games”**

**Thurs. Eve.’s, JHMM Building Night**

**May 13, Franklin County Flyers Meeting  
“Wellsville field, 6:00 PM”**

**May 15, SMRCC Float Fly  
“Wyandotte County Lake”**

**June 5, McLouth Barby & RC Fun Show**

**June 5-6, South KC Float Fly, Paola  
“Lake Miola”**

**June 6, Riley County Fliers Summer Fly-In  
“Below Tuttle Creek Dam”**

**June 26, Jayhawk Float Fly  
“Bismarck Lake, North Lawrence”**

**July 24-25, Mid-States Scale Classic  
“Hillsdale Lake”**

## 2010 Officers

President	Gary Allcorn	913-796-6941
Vice Pres.	KC Moore	248-3790
Sec/Treas.	Jerry Foree	749-0594
Fld Safety	Kent Kummer	418-8020
Editor	Gary Rauckman	843-3281
Board 3yr	Harris Tate	841-8946
Board 2yr	Don Boucher	748-0852
Board 1yr	Steve Pollard	749-5847

## Newsrap

OK, so the Jayhawk Open is now behind us and we are looking ahead to the Float Fly event at Bismarck Lake in North Lawrence on June 26. If you have never slapped some floats on your favorite sport plane, now is the time. This can be a real hoot. At every float fly event something happens that you would never expect, or someone shows up with something really creative or unusual. This makes for a lot of fun and you will want to be a part of it.

I currently plan to have my usual Lanier Mariner available, and a replacement Canadair SL-415 twin. A new aircraft for me will be the Cessna 337 twin. We should have at least one week to sort things out at Bismarck Lake perhaps on June 19<sup>th</sup> for a practice session. I trust we will see you there.

## Jayhawk Open

We ended up with 27 registered pilots for the 2010 version of the Jayhawk Open, and we saw an endless stream of spectators over the 2 gorgeous days of flying. The weather was spectacular both days. We were also treated to numerous demo flights by the boys up north. Both Phil Eason of Red Oak Iowa and Jeff Maley from St. Joe were on hand Saturday. They each brought a 35% and a 40% Edge 540. Phil also had a 44% Yak 54. They put on quite a show with the addition of our own Alex Lopez. I believe Alex did the footwork in getting these guys to attend.



The red and white Carden Edge 540 flown by Phil Eason had a 118" wingspan and was powered by a DA-150. The 35% aircrafts had 108" wingspans and DA-100's for power. On Sunday, one of the Heart – of-America show team members brought his 44% Composite Arf Edge 540 with an amazing smoke system. Here is the start-up with Alex's BVM 101" Edge 540.



## More "Open" Pic's



Above is a 105" JN-4 Curtis Jenny flown by George Jones

To the left is the TBM Shockjet flown by Gary Rauckman

Below is the 101" Edge 540 flown by Alex Lopez



The red & yellow Edge 540 in the photo above belongs to George Jones and was crashed due to a Hydromax battery failure. George says we need to take a close look at this issue since many of us have the hydromax battery in our aircraft.



The Saturday events concluded with a dinner at the Eldridge Hotel in downtown Lawrence. Twenty people attended. A big "Thank-You" goes out to all who made the Jayhawk Open a great success. Hopefully we influenced someone to get started in the R/C hobby.

### ***April 20 Family Night***

We had a cloudy and cool family night, but there was some eats and some flying. KC Moore did the maiden on the E-Catalina that he won just the previous Saturday at the club meeting. See below:



It flew great that night but not so well at the Jayhawk Open. I believe he hooked a float and cart-wheeled the aircraft breaking the wing in half. Check out the landing lights on the wing just outboard of the engines.

The next family night/Barby night/Club night is this coming Tuesday May 18. Hope to see you there.

### ***10 Years ago***

The Officers were Patrick Deuser (Pres), Don Brents (Vice), Don Forsyth (Treas), Greg Kloepper (Safety), and Gary Rauckman (Editor).

We had just moved into the large meeting room at Don's Steak House for our regular monthly club meetings. John Thomas joined the club and flew a very large 100"+ Aero Commander that he carried to the field on top of his SUV.

KC Moore threw in the towel on ducted fan flying after crashing his Byron A-4. Ed Wiley was flying rubber powered gliders and landed one in the golf course sanitary lagoon. New members in May 2000 were Suthon Changfang from KC, Tom Newman from Lansing. Renewals that month were Bob Hutchins of Overbrook, and Mike Schneider of Topeka.

Bill Conradi helped us that year to get the metal bleachers from the City of Lawrence. The club voted that month to raise the dues for the next year from \$35 to \$50 annually. The \$12 fuel tax was repealed. There were 36 people at the club meeting and we had one visitor, Bill Girnius. Don Boucher installed a ground rod on our new steel windsock pole that month.

Finally, Dave Norris got his finger nipped by a prop and CW Holt won the club raffle prize, a 4-star 40. And to no-ones surprise Patrick Deuser won the Gal-O-Fuel.

Show & Tell included Jesse Longoria's Blue Max, Greg Lehman's Dazzler, KC Moore's House of Balsa A-7 prop jet, and Kyle Walker's Extra 300. The May 13 Fun-Fly included Combat & the Outhouse crash contest. Mark Smith won the Fun-Fly.

## ***April 17 Club Meeting***

We had 27 people at the April club meeting and many were eager and ready to sign the volunteer sheets for the May 1 Jayhawk Open.. It was announced that June 5 will be the date for the McLouth Barby & RC Funshow. It was also decided that Saturday April 24 would be our cleanup and repair day at the field, however, that day was rained out.

Jerry gave the Treasurer's Report and it was steady at \$5031.45. The Safety Report followed by Kent Kummer. Kent discussed staying in the pattern for the "Open" and where to do aerobatics. Kent advised on the use of spotters and what they should be doing for the pilots. Propeller safety was encouraged, and a discussion regarding crashes and flying aircraft followed.

The hard surface runway was again discussed. Numbers that were tossed around included \$3800 for fabric, \$275 per foot for glue, and \$12,000 for asphalt. More research was requested as well as checking with the Corp.

There was some talk that the KU R/C club might help with the expense, but it was decided that it comes with too many strings attached. The end result being that they would "own" us.

The Build-a-Plane contest was extended 6 months to the August meeting. It was decided that we would have an F-22 combat at the Open. Four aircraft were available, but just 3 participated because one crashed before the event. One also crashed immediately after takeoff.

Dave Alexander gave a talk and demonstration regarding the Micro-Raptor research I wrote about in the February newsletter.

I mentioned that Dave Alexander, as an animal flight expert, worked with Paleontologists David Burnham and Larry Martin, and some Chinese scientists to create a flying model of a 125 million-year-old four-winged dinosaur named "Microraptor".

Dave said they used airfoils based on pigeon wings to start with and even tried using pheasant feathers and wings made of foam, but the most successful was the model with built-up and covered wings as you can see pictured below.



One appropriately called this the "model of the millennium". It is actual size as modeled. Apparently the creature had claws at the midpoint of each wing.

## ***Show & Tell***

KC Moore did an all-nighter again and arrived with the "infamous Flying Brick". This is quite an aggressive project containing a 60 mm ducted fan. Unfortunately, it flies like a brick; I saw the attempted maiden.

Hank Darnell brought a Great Planes P-47 electric that sells for \$119. It has a 49" wingspan, weighs 2.5 lbs, built-up construction, e-flite 480 motor, and a 3S 4000 mah battery. It fly's great.

Here are photos of the Flying Brick and the P-47. You decide which is which.



Model of the Month – Dave Alexander

Gal-O-Fuel – Harris Tate

Raffle, GP E-Catalina – KC Moore



Here is a photo of an aircraft I saw flying the weekend after the club meeting. The builder/pilot is Gary Himes. I call it the sport-ag-wagon.

Dave Alexander was also showing a Tr-Motor stick-built aircraft that his father-in-law, Tom Hunt built. It weighs just 15.5 oz's. I believe he used 3 pico-stick motors, however, the model was designed for one speed 400 motor.



***“Some guys play golf, but I prefer to realign balsa into something that might fly”***

## *THE PREZ SAYS*

Hello Fellow Club Members,

I hope everything is going well and you are able to get some flying in. We had The Jay hawk Open as most of you know and I felt that it went off very well. We had quite a few pilots. We had some pilots that came from, I believe Lee Summit, Mo., Shawnee Mission, and as far away as St. Joe and Iowa. I hope everyone that attended had plenty of flying time.

I want to thank everyone that helped out at the open. I tried my best not to pick on anyone too often. Everyone was really great about jumping in and getting things setup and making sure that all things that needed to be done got done. Thanks Deb for coming out Saturday and working the concession stand for us.

I would like to critique this event at our next club meeting. I would very much like to have the club members input on what they liked or didn't like about the open and how we could try and make it better.

For those that would like to go and tour the Army Reserve Flight Facility at Industrial Airport, that date is set up for July 10, 2010. If you are a retired veteran and have a retire ID card I might be able to arrange a ride for you on a CH-47 Helicopter. I will check at Mays meeting.

I want to again express my thanks to everyone that helped make the Jay Hawk Open a success. THANKS GUYS JOB WELL DONE

Gary A

## **Crashless Flying**, Lewis Jordan Notam Editor

Let's explore some of the causes of crashes and perhaps minimize crash opportunities.

**Pilot Orientation Crashes:** One cause of crashes is a non-mechanical one: pilot orientation. If you are low and fast and lose orientation, expect a crash. Have your airplane flying level or in an up attitude while flying close to the ground.

**Aerobatic Crashes:** Among the many maneuvers pilots enjoy, snap rolls are at the top of the list. Just be prepared for that fatal snap of a control surface during this maneuver. Pilots usually enter a snap full bore with full deflection on all control surfaces. This can load your airplane up to as much as 30 Gs, plus air drag loads. Inspect your airplane carefully after doing this violent maneuver.

**Elevator Crashes:** First, the elevator itself must be built from good material. Too hard and brittle is not good; too soft is not good either. Use your best servo in the elevator. I don't like the standard servos on any function except the throttle. Buy some good servos for your primary control surfaces. Next, use only strong, stiff rod linkages from servo to the control horn. Fiberglass rod systems are great for long runs. Strong, stiff wire works well for short runs. Lots of pilots use them, but I don't like the flexible Nyrod-type systems. The plastic clevises and control horns supplied in many kits leave a lot to be desired. Get these items from Du-Bro or Hangar 9. Metal-to-metal contact is taboo. Always install a rubber or nylon safety "keeper" on all your clevises.

**Servo Damage Crashes:** Servos can be unknowingly damaged by a hard landing or by bumping a control surface while loading the airplane into a car. After a hard landing or a bump check your servos by applying slight hand pressure to the control surfaces while operating the servo. If it takes hand pressure, it will usually stand up to flying loads.

**Take-off Stalls:** One method to prevent this type of crash is a high-speed takeoff run and a shallow climb after liftoff until maximum climbing speed is reached. Use rudder to maintain direction with very careful use of ailerons to stay level. If the engine quits on takeoff, don't try to turn back to the runway. Keep the airplane heading into the wind and make your landing.

**Landing Turn Stalls:** A very common pilot error occurs while setting up a landing approach and performing too steep a turn from downwind to final. Airplanes stall at a much higher speed in a bank, and a steep bank into the wind will quickly slow the airplane and cause it to stall. Keeping turns shallow on your approach will help prevent this type of stall.

Routinely check and tighten motor and engine mounting screws. Carefully inspect and test all flying surfaces. Pull on them to make sure the hinges are secure. Q



# ***Jayhawk Float Fly***

***Radio Control Float Planes***

***Sat. June 26***



***By: Jayhawk Model Masters***

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

***From HiWay 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***

***Concessions & Facilities On Site***

***Spectators Welcome***



*Jayhawk Model Masters  
c/o Gary Rauckman  
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