



JAYHAWK Model Masters Newsletter



AMA # 2013

www.jayhawkmodelmasters.com

May 19 Meeting

See us on Facebook at:
Jayhawk Model Masters

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

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

Schedule of Events:

May 19, JHMM Club Meeting

May 19, Blue Sky Squadron Fun Fly

May 22, Barby & Family Night

Thurs. Eve.'s, JHMM Building Night

June 2-3, Barnstormers Float Fly, Paola

**June 8, Franklin County Flyers Meeting
"Wellsville field"**

June 9, FCF Fun Fly, Wellsville Field

**June 23, Jayhawk Float Fly
Bismarck Lake, N Lawrence**

June 30, Fire Cracker Fly-In, Hillsdale Lk

2012 Officers

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

Newsrap

Boy howdy, Now the flying season is really in full swing. We just finished 2 flying events 2 weeks in a roll, and next week is the Blue Sky open fly-in in Topeka. Two weeks after that is the Paola float fly followed by the FCF fun-fly and finally our June 23 Float fly. Whew, no time for much anything else.

I guess my water bomber is no longer a secret project since I couldn't help but start telling people about it. I am nearly finished. I just need to install the servo control arms, the battery, and check out the CG. See top of the next page.

Canadair CL-415 converted to jet below:



I got the idea for this “jet” conversion from the Russian Be-200 water bomber. The jet pods and 100 mm fans are from my crashed Nitroplanes Citation jet. The wing mounting blocks are the bottom 1/3 of the original motor mounting blocks. I simply ran them thru the band saw, and covered them with balsa and Monokote

Here’s the Russian Be-200 below



The Canadair water bomber now weighs 14 lbs ready to fly with 2 6S 4000 mah batteries, and it has a heavy 34 oz to sq ft wing loading on a 77” wingspan, so I hope it will fly.

New Petromat goes down

Most of you know by now from facebook that the new Petromat runway was extended and widened back on April 28. Here is Fred Heinecke working the ground:



And the worker’s take a photo-op while waiting to do their Mat-Magic.



Jayhawk Open, May 5

The Jayhawk Open was attended by 28 pilots from the surrounding area, and the weather was a fabulous 88 degrees. We had a great variety of aircraft as usual, and this kept things interesting as well. See photos on next page.

Jayhawk Open Photos

Here is Darrell Cordles new Dave Patrick Super Cub at 106" and OS 1.60 power.



Topeka's Bill Miller lifts off his RC Guys 94" Ag-Wagon with 45 cc engine



John Dalton fly's the big Zirolli 114" Beech 18 again. This 40# aircraft fly's on two G-38's.



Hey look at the Lens on that camera!



Here is George Jones Extra 330S



P-47 Inverted Fly-by



Regarding the guy with the big lens, I heard that he is making a CD of the event and is sending all the photos to us. And finally, the 70" raffle prize was won by your's-truly, GR.

Jayhawk Electric Fly-In, May 12

The May 12 weather was not as good as the week before as the wind was a steady 15 mph plus all day, and the mercury was down in the 60's. The 19 registered pilots flew all day and didn't let the wind bother them.

One particular interesting thing took place about late morning. A guest had contacted Hank about giving her husband an RC airplane for his birthday. The plan was for them to innocently come to the fly-In, and for Hank to make it look like her husband had won free RC lessons. Once he came forward he was also presented with a new Hanger 9 P-51 trainer that she had previously purchased. It was a great surprise that we all got to enjoy. Here they are below, Travis and Lori Yokum.



Now, that's what I'm talking about. Happy Birthday Travis

During the afternoon, 20' pylon poles were set up for a little pylon racing. 2 guys from KC demonstrated a race involving Parkzone P-51's. They did great until one crashed and broke off the front end. Others tried racing their F-22's and HK P-51 foamy's with a little less luck. I tried to take photos with even lesser luck.

Here a P-51 foamy turns the pylon



George Jones launches a foamy pylon racer below:



Other electric powered aircraft photos are on the following page.

Here is Hank Darnel's E-Corsair



The D-AFYT by Ron Frenzl



Dave Alexander swats a Mosquito



April 21 Club Meeting

We had 24 members at the April 21 club meeting and that included new member Ben Tyrrell. I believe Ben is the 12 year old grandson of Dennis Ninneman. Ben has had 11 flight lessons now and is ready for figure eight's. Dennis said he has "a fire burning inside". Wow, what a description of someone who really wants it

Jim Morris reported on his trip to Toledo. Yes, Jim went to Toledo, and didn't let us know he was going. I guess that way you don't have a hotel room full of old RC guys and kits stacked up in the corner. Hey, at least we know the best places to buffet, like that greasy-spoon breakfast place up the street called "Eats". Anyway Jim said he was impressed with the new technology in smoke systems for electrics. From what I have observed, smoke coming out of an electric is a bad sign. When you let the smoke out, every thing stops working.

It was announced that the Blue -Sky giant scale club is having an all sizes Fly-In at the same time as our May 19 club meeting. Some of us will go to the meeting first and then "convoy" to Topeka for the Fly-In. All are welcome to join in the fun.

George Jones gave the Treasurer Report, and also presented Jim Denny with his \$100 Funny Money for winning the Model of the Year for 2011.

Did I mention that William Conradi Sr passed away this passed month? Our condolences go out to the family, and especially our own Bill Conradi Jr. Bill tells me he made his last and final flight when his body was flown back to New Jersey.

Show & Tell

Joe Gadzia was showing his new and improved Squall Jet. This one is mostly improved with brighter colors so that you can at least see the thing in flight unlike his first one.



I understand that Joe Had a fire in his home the night before the electric fly-in, but I have not heard the cause. Hopefully it wasn't a Lipo fire.

The other aircraft was an A-10 foamy shown by Scott Borton. Scotts "Hog" features 64 mm fans running on 3S 2200 mah batteries. The A-10 won the Model of the month for April. Scott also flew the "hand-toss" twin at the Jayhawk Electric Fly-In.



Just Fly the Airplane

by Bob Wilson, Macon Aero Modelers, Franklin NC

Okay, I'm going to do a little story telling here but I promise to get to the point as soon as possible. There are times when someone or something makes an impression on you that sticks with you for the rest of your life. This is one of those stories.

It was a dark and stormy night. Forget that, actually it wasn't stormy, but it was around 2 a.m. and my flight instructor and I had flown to Wichita as part of my multi-engine instruction in an old Aztec to get my rating, and we had been battling bad weather for most of the day on our return trip to Florida. We had to land a couple of times to wait out some serious looking thunderstorms, and for this reason we were not only arriving late but dog-tired to boot.

I had lowered the flaps and the landing gear and had three green lights, which told me the gear was down and locked. On final approach at probably 200 feet or so, I reached down to check the landing gear lever to make sure it had fully notched, at which time my instructor slapped my hand and told me to "quit that, just fly the damned airplane." His point being that we already had the three green lights and I had no business fiddling around on final approach. He was right—just fly the airplane.

I'm lying a little here, he actually used a much harsher word, but I can't repeat it here. You can guess it.

In the following 25 years of flying, I kept remembering his words and I believe they saw me through some rough situations.

When you think about it, the advice can be applied to our modern day RC flying. Whether flying a glider, gasser, or a pylon racer, the point is that "just fly the airplane" is still good advice.

You're out flying your gas-powered Decathlon and you have a lot of wind and if you have some trees near you, you will have turbulence, your airplane is bouncing all over the sky, going up and down like an elevator and now you're faced with making a landing. Whaddya do now? You guessed it, "just fly the damned airplane." And being the brave soul you are, you fly again, but this time, the wind shifts and you now have a 90° crosswind.

There are two basic methods for landing in a cross wind. The slickest way is to drop a wing into the wind and use opposite rudder to maintain a straight heading to the runway. Being the chicken soul that I am, I never learned to do that since it takes more coordination than I have, especially at my age. I simply crab the airplane enough to offset the wind and maintain my heading to the runway and then, just before I touch down, I straighten out.

Horrors, some will say. Well heck, it works for me and I haven't knocked a landing gear off yet—maybe from some bad landings, but not doing a crosswind landing at least.

Actually, if you've seen some of the videos of crosswind landing airliners make, they use the crab method so I'm not alone in this.

All right, you ask, what's this got to do with "just fly the airplane?" Well, now that you ask, I think it has to do with a mindset. Whichever system you prefer cross-control or crabbing, forget about the wind, forget about the turbulence, just concentrate on flying the airplane, and the rest will take care of itself.

It is obvious that you should have mastered your flying to the point where things are more or less automatic and you no longer have to think about which way to push the sticks to raise a wing, but this comes with practice and time. And this leads to another point, which is flying instinctively. Let your instincts run free, for when you do, things become more automatic and you don't have stand there sweating over what to do next.

In other words, "just fly the damned airplane."

More Photos

Dave Alexander, Chief Cook at the Clinton Lake Cleanup.



Yak 54 with a great sky on April 21 club Day



JAYHAWK MODEL MASTERS RADIO CONTROL CLUB INC.

AMA Charter # 2013

Year 2012 Membership Application or Renewal

Please complete this form and return with proper dues payment
and proof of AMA Membership for the year of 2012 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.

% George W. Jones
5630 SE Berryton RD
Berryton, KS 66409



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



*Jayhawk Model Masters
c/o Gary Rauckman, Editor
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Lawrence, KS 66047*