



# JAYHAWK Model Masters Newsletter



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

NOVEMBER 2009

A.M.A. #2013

## 2009 Officers

### November 17 Meeting

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

**8:00 AM – Breakfast  
9:30 AM –Business Meeting**

President	Patrick Deuser	246-1544
Vice Pres.	Larry Davidson	830-8004
Sec/Treas.	Jerry Foree	749-0594
Fld Safety	Kent Kummer	418-8020
Editor	Gary Rauckman	843-3281
Board 3yr	Don Boucher	748-0852
Board 2yr	Steve Pollard	749-5847
Board 1yr	Bill Elkins	842-3925

### Schedule of Events:

**Nov. 21 JHMM Club Meeting**

**Nov. 24, 1st Model Talk Night**

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

**Dec. 10, Franklin County Flyers Meeting  
"In town location"**

**Dec. 5, SMRCC Swap-N-Shop**

**Dec. 5, Hobby Haven Santa Madness Sale**

**Jan1, Franklin County Freeze Fly  
"Ottawa Airport"**

**Jan 16, RC Swap Meet**

**Feb. 20, Derby R/C Club Auction**

**May 1-2, Jayhawk Open**

### Newswrap

I guess I don't have to tell you now that our good flying days are numbered for a while. We did have a very nice one however last Saturday, Nov. 14. John Bowman was flying his 4-Star 120, Bill Elkins his Great Planes Ryan STA, and George Jones was flying his 60" Glass-Air with OS 91 power.

***"I love watching you guys convert dollars and fuel into noise"***

Darrel Cordle was also on hand with his Goldberg Pitts M-12. Not seen, however, was Darrel's 77" Goldberg Yak 54. Darrel says the aircraft folded up on him in the air. He says he couldn't tell for sure what failed first, whether it was the fuse or the wing. Anyway, it is no more.

That's the bad news. Now the good news is that Darrel found a replacement aircraft for sale in the St Louis area. Remember now that this kit has been discontinued for almost a year since Great Planes purchased Goldberg. A year from now, finding a replacement will be very difficult.

Others flying included Harris Tate, and your's truly with the Shockjet. Speaking of Shockjets, I understand that several others are looking into acquiring their own SJet. One may include George Jones, and another being Kevin Cartwright, a prospective future member from Overland Park.

I stopped at the field one afternoon this week to find Darrel and Suman preparing to launch a large 127" e-powered glider. I believe the glider included some experimental equipment we are not supposed to know about. In other words they could tell us, but you know what happens to us afterwards. Here they are below with some advisory tailgate flyers.



I also spotted Phil Abbadessa with several aircraft; Harris Tate and Joe Gadzia were also flying a couple of the new foamy F-22's. Joe furthermore was packing some special heat in the form of his e-flite F-15 that was ready for the maiden flight.

The maiden was successful after one aborted takeoff, and the proof is in the photo below.



Based on the order of my photos, it looks like it was Saturday that Joe did the maiden flight on the F-15. The "15" did not have any extra power to draw from but it did fly well for a slightly underpowered aircraft. Joe installed some micro air retracts in the "15" but I don't remember seeing them retracted.

I also caught a photo of Phil Abbadessa flying his Slow-Poke.



I believe I forgot to mention in the October Rag who the Big Bird raffle winners were. Patrick Deuser was the big winner of the large RC Guys Ag-Wagon and Greg Inkman was the winner of the public raffle, the E-Cub.

### ***Winter Building Contest***

I might be out of the loop as far as new projects for the winter, but I am aware of some continuing projects that will likely be placed in the building contest next year. Patrick is still building on his top secret experimental flying wing of some kind. John Dalton continues to make progress on his big Zirolli Beech 18, and Dennis Ninneman is still working on that TopFlite giant scale P-51. I looked back at last January's rag and noticed that Dennis was sheeting the wings on the "51" almost a year ago. Now that's getting full enjoyment out of the build. I personally haven't started anything, although I keep eyeing that TopFlite T-34 box like I did last year.

Ok, Hanger 9 finally released "the Beast", so who is going to be the first one to step up to the plate and spend the big bucks for this bad boy.



The spec.'s call for a DA-100 engine and show the aircraft weighing about 26 lbs. with an 89" wingspan.

Oh by the way, some of you might notice that Jerry Foree is no longer the Sec/Tears. But he is still running around his shop with his model ag-wagon and making airplane sounds. We just might have to make the Sec/Tears a new position for next year. After all, Darrel Cordle needed one this month. Speaking of positions for next year!!

### ***This is the month! Radio raffle=officer nominations***

This is the month we choose every year to raffle a shiny new \$350 Spectrum radio system. And why do we do this? This is your reward for considering yourself and others to serve as an officer for the coming new flying season. As I mentioned last month, we need to nominate people to serve in the capacity of president and as a board member. Volunteers are especially encouraged. Shoot-Far, I even volunteered once to be president, so you can too. This is one meeting you don't want to miss.

Here it is in all it's glory. Yes, you could be the winner. By the way, did I mention that volunteers receive extra raffle tickets for this Pistol? I didn't think so.



Oh yes, it does come with digital servos, a 2.4 Rx etc. etc. etc. "See you Saturday".

I furthermore just learned, **and this is really fresh ink**, that another 2.4 mhz radio will be donated to the club via a donor via Roger via Georges Hobby shop. At this time, obviously, it hasn't been determined whether it will be the "*consolation prize*" or a future raffle prize. Now there is a reason to shop locally, not to mention that Roger has the Parkzone 2.4 mhz P-51 for only \$90. Bind and Fly Baby.

### **KCRC Swap-n-shop**

If you are interested in a table for the Jan. 16 swap-n-shop, be sure and let me know asap. I plan to send in the request for tables as soon as I get the application in the mail. Bring money in advance this year so I know you are serious. No Moo-La, No table. I like saying that.

Did I mention that two of our members were doing their own swap-n-shop at the field last month. Yes, right after the club meeting, I saw it with my own eyes. Patrick Deuser traded one of his many raffle winnings, a Great Planes 80" Cub with floats for George Jones' ready-to-fly Nitro Planes Tiger Moth.

Here George gets to hold it for the last time.



Patrick says, "I will take it from here".



I just noticed that a year ago I was installing retracts in the still un-flown Nitro Planes Cessna Citation. Many on RC Groups were saying "don't fly it with the HiMax motors" that come with the Hi-Max fans that I installed. They will burn up on the first flight. So, per their suggestion, I recently installed the Scorpion HK 3026 1900 kv Scorpion Heli motors that are supposed to last beyond the maiden. For you newbies kv also represents rpm/volt.

The downside is that the Scorpion motors are out-runners and need to be lubricated about every ten flights. That means of course that they need to be removed and disassembled from the fans for maintenance. The fans/motors receive power from a pair of 6S 5000 mah Lipos that I borrowed from my Tamjets A-4.

Meanwhile I am studying a new power system for the heavy, almost 18 lbs. A-4. The new Dyn-e-Max fan with outrunner Scorpion power or the Dyn-e-max Beast. So, I know this is more than you care to know, but my Schleuber plug-n-play system will likely be for sale if anyone is interested. Sorry to bore you with all of that.

### **Oct. 17 Club Meeting**

We had several visitors at the October meeting, one being Larry Cabrozac, a friend of Tom O'Brien's visiting from Mn. Another, was Gee Marsh, a Friend of mine who has dabbled in RC cars, and is now ready to make the switch. Gee joined the club and promptly ordered a trainer kit to build. This is not an ARF, as he wanted to actually build his first aircraft. Welcome to the club Gee.

Jerry gave the Treasurer's report as usual, and showed the net worth setting at \$5979.46. The Safety report was presented by Kent Kummer. Kent warned of cold weather flying, to keep your hands warm, and to be aware of hypothermia.

Old business centered around the Big Bird event and what we might do to improve the event and our bottom line.

We also discussed the options for creating a smooth surface on the alternate NS runway, or morning runway on the west side of the shelter house.

A committee of at least 3 was formed to continue this study. They are Larry Davidson, Joe Gadzia, and Patrick Deuser. The discussion related to the longevity and cost of fabric matting vs. cost of actual asphalt. The purpose and desire for this surface is to satisfy the growing demand for small electric aircraft with small wheels, such as the Parkzone P-51 or small e-jets like the e-flight F-15.

### **Show & Tell**

Mike Weinsaft brought his F-22 Foamy-Jet to show & tell. Here is good example of the F-22's that have been assembled at the clubhouse Thursday night meetings. Mike says he can fly for as long as 12 min. with a 2S 800 mah Lipo. When you move up to 3S, you need to downsize the prop a little. See Mike in the photo.



KC Moore was in attendance and was carrying several new aircraft. Here is a scratch built A-4 that he built. It features a \$10 China motor, a ¼" balsa wing, CC 25 amp ESC, and 3S 1500 mah power.



After the meeting I spotted KC holding a Sig Wonder that he also recently completed.



The model of the month was won by Mike Weinsaft, the gal-o-fuel by Phil Abbadessa, and the raffle prize, a Phoenix Models F-20 prop-jet, was won by Gary Allcorn.



Now here is a photo from the past. I would guess about 2001 to 2002. Can you name the pilot and what he's about to do?



## Club Corner

by Jim Wallen, AMA Insider Club Editor

In many parts of the country about this time of year, the weather is a little dicey. If you are lucky enough to hang out in the southern climates you have a long flying season. If you reside farther up north, you can be seeing snow flurries and blustery winds that are not exactly conducive to flying. Along with your building project for the winter, take the opportunity to go out and get your club involved in some community activities that you can do indoors.

Mall shows are a lot of fun and the merchandise stores love to see you there. A few volunteers, a few airplanes, a kit building display, and a working model that kids can touch are all it takes. Institute a contest that the public can vote on for the best model on display. It also ends up being a great social event for club members.

Many schools welcome a visit to have us display our "toys." Preschool kids love to see the airplanes and get a real charge out of a "crash video." Older kids like the more technical stuff and maybe you can arrange to fly a foamy on the school grounds or in the gym.

Arrange a visit to a local hospital to visit the kids. Watch their eyes light up as you fly a micro heli around in their room!

Don't forget the old folks. Nursing homes and senior citizen centers are always receptive to visitors willing to entertain with a little "dog and pony show."

In addition to promoting your club and our hobby, there is a great deal of personal satisfaction in sharing our experiences with others. Remember how intrigued YOU were when you got your first glimpse of RC? Give it a try!

## The P-Factor

Greetings to all and welcome to the November edition of the P-Factor.

It was decided at the last meeting to have another build a plane contest. The rules will hopefully be printed in the newsletter and put on the website for all to refer to. We have done away with the flight requirements for next year's contest due different conditions required for flight of the models entered this year.

Before I get into this month's column I was asked to remind people who eat at the clubhouse at a time other than our monthly club meeting to please take their trash with them when they leave. Unlike at home, there is not someone living at the clubhouse to take out the trash every week. If trash gets left there it begins to smell and attracts undesirable critters.

This has happened on at least 2 occasions: Once, when someone ate dinner upstairs one night and again, a few weeks later when someone apparently placed some trash (from the Big Bird event?) out in the garage. Nobody knew it was there until it was found to be the cause of the rather unpleasant aroma coming from the garage nearly a month later. If we keep doing things like this we will surely loose the use of the clubhouse. We can do better guys!

### **Are we as a club doing too much?**

I don't really like this question, but unfortunately I think it needs to be asked. Let's take a minute and look at the club as if it were an airplane. The club officers would be the pilot. They are responsible for guiding the airplane. The more active members are the engine and provide the power for the club to do things. The membership as a whole provides the lift to keep us afloat in the breeze. The control surfaces could represent different aspects of the hobby. Perhaps the right aileron is the electric crowd, the left aileron could be the giant scale crowd, up elevator could be the build it yourself guys and down elevator could be the ARF guys, right rudder could be the group that wants to do more public exposure things like the St. Pats parade and flying events. Left rudder could be the guys that just want to fly and have some fun.

The control linkages would be the monthly meetings, newsletter and world wide web that lets each part of the plane know what is going on.

Why go into all that? Well, it's no secret that as the club ages, the airframe and power plant are also aging. The once powerful engine has now been well used and is growing tired. There have been a few dings (conflicts within the club) here and there that have weakened the airframe. We do our best to get out the epoxy and patch things up in order to keep on flying. Time and time again the officers have asked the airplane to perform the perfect flight. Time and time again you guys have given it your best shot. Our club is a very active one. It seems as if the club has a never-ending list of activities. We put on three very respectable events a year, we have work days at the field and at the clubhouse, monthly meetings, family nights, modeltalks, parade floats, weekly building nights and more. I have heard of three members who are considering not renewing their membership next year due to health concerns. There may be others as well. The question becomes: When is it too much to ask the plane to keep flying the way it has for so long? When can the wings no longer lift the plane? When can the engine no longer pull the plane through the air? At what point is the club doing too much?

At this month's meeting you all have a choice to make of who you want to fly the plane? We will be replacing at least 3 officers this time around. We will be losing Bill Elkins as a board member at large. Larry Davidson has decided not to run again as vice president. I will have completed three more years on the board and will be ineligible to run. Of course you have the option of replacing other board members as well. Think about your nominations for officers as you think what direction would you like to see the club fly in? Think about tossing your name in as a candidate. Think about the people you would like to see in office. Ask them to run.

Well that about wraps it up for another month. See you all at the meeting Saturday and at the field afterwards for club weekend. Gentle winds and soft landings,  
~Patrick

# *Build a Plane Contest*

November 2009

## **Rules:**

1. You must be a member in good standing.
2. You must have built and finished the plane yourself.
3. A.R.F. and A.R.C. aircraft are not permitted.
4. Aircraft entered must not have flown prior to Jan 1, 2009 or been entered into a previous Build a Plane Contest.
5. Entries must be ready to fly with engine, servos, push rods, tank, receiver, and battery installed. Transmitter may be required to demonstrate flight functions during static judging.

### **6. Judging will take place at the APRIL 2010 meeting**

7. There will be three classes, one entry per member per class.

- a. **BEGINNER:** A member who has not entered a building contest before. Members entering this class may not enter any other class.
- b. **ADVANCED:** Open to all members and all types of aircraft.
- c. **SCALE:** Must be representative of a full size aircraft and will be judged in the looks category for it's likeness to that aircraft.

8. Judging will be done in six categories:

- a. **LOOKS:** This will be judged from 5 feet away.
- b. **COVERING:** This includes paint, film and fabric. Each entrant will be judged on workmanship with no points being added for one type of covering over another.
- c. **AIRFRAME:** Judging will be on straightness, incidence, and wash in, wash out. Do you have these and are they where they should be.
- d. **FLIGHT EQUIPMENT INSTALLATION:** This will include engine, servos, pushrods, and control horn installation. PLANES WILL NOT BE DISASSEMBLED FOR JUDGING.
- e. **ACCESSORIES:** Judges may award additional points for each extra accessory that complicated building, not to exceed a total of 5 points per entry. Examples of such extra accessories are; flaps, retracts, working lights, bomb drop mechanism, detailed cockpit, pilot, or other enhancements.

9. Each of the 5 judging categories above will be awarded 1 to 5 points. High score wins.

10. Plaques for first, second, and third place will be awarded in each class with 5 or more entrants. Classes with 4 or fewer entrants will only award a winner's plaque for that class.

**2010 MEMBERSHIP APPLICATION**  
**JAYHAWK MODEL MASTERS**  
**A.M.A. CLUB #2013**

NOTE: YOU MUST BELONG TO THE ACADEMY OF MODEL AERONAUTICS [AMA] BEFORE JOINING THE CLUB AND YOU MUST HAVE LIABILITY INSURANCE IN ORDER TO FLY AT THE CLINTON LAKE R/C FIELD.

FULL NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP CODE \_\_\_\_\_

HOME PHONE \_\_\_\_\_ CELL PHONE \_\_\_\_\_

AMA # \_\_\_\_\_ RADIO CHANNELS \_\_\_ / \_\_\_ / \_\_\_ / \_\_\_ / \_\_\_ / \_\_\_ / \_\_\_ / \_\_\_

BIRTHDAY \_\_\_\_\_ WIFES NAME \_\_\_\_\_

E-MAIL \_\_\_\_\_

I AGREE TO ABIDE BY ALL CLUB RULES AND THE DECISIONS OF CLUB OFFICERS

SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_

**ANNUAL DUES: \$50.00 [ADULT], \$25.00 [17 AND UNDER]**  
**\$70.00 [FAMILY with youth under 18 years]**  
Dues Prorated Quarterly – FOR NEW MEMBERS ONLY

A key to the flying field may be obtained during any club meeting and requires a \$3.00 deposit.

**MAIL DUES TO:** JAYHAWK MODEL MASTERS  
C/O JERRY FOREE  
724 NORTH STREET  
LAWRENCE, KS 66044

**RELEASE AND WAIVER OF LIABILITY AGREEMENT**

In consideration of my/or my children, guests, or other persons participation 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 the JAYHAWK MODEL MASTERS R/C CLUB, INC., the U.S. Army Corp. of Engineers, the City of Lawrence, or their representatives. Also, none of the above are responsible for the loss of personal items nor any other form of aggravation in connection with club or field activities. I recognize that there may be potential hazards in this activity.

In filling out this form, I acknowledge I have read and fully understand my own liability and do accept the restrictions.

FULL NAME [Please print] \_\_\_\_\_

SIGNATURE \_\_\_\_\_

SIGNATURE OF PARENT/GUARDIAN [if under 18] \_\_\_\_\_



# Annual R/C Swap 'n Shop

## Shawnee Mission Radio Control Club

Saturday December 5th, 2009

Radio Control Models—Parts—Accessories

Doors Open at 9:00 AM

Admission \$5.00

Airplanes



Helicopters

Boats

Cars

Engines

Concession's  
FOOD & DRINKS  
Raffle for Prizes

### VENDOR INFORMATION

For table Reservations and Information:

Call or E-Mail Wade Atkinson (913) 884-4778  
[wak@shawnee.k12.ks.us](mailto:wak@shawnee.k12.ks.us)

Setup at 7:30 AM  
Doors Open at 9:00 AM  
Sales Close at 1:00 PM  
Doors Close at 2:00 PM



PLEASE—NO SALES BEFORE 9:00 AM

**LENEXA COMMUNITY CENTER**

**13420 OAK STREET  
LENEXA, KANSAS**

You can get a copy of this flyer at  
<http://www.smrocc.org>

### VENDOR PRE-REGISTRATION FORM

Last Date for Pre-Registration — November 22nd, 2009

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Phone: ( ) \_\_\_\_\_ E-mail: \_\_\_\_\_

Are You a Hobby Shop or Manufacturer? ( ) Yes ( ) No

Requested Number of Tables: 4 ft @ \$15 \_\_\_\_\_ 6 ft @ \$20 \_\_\_\_\_ 8 ft @ \$21 \_\_\_\_\_

Floor Space in Addition to Tables @ \$10 \_\_\_\_\_ (Each Floor Space is 8 ft x 4 ft Along Outer Walls)

NOTE: Registration Fee Includes Admission for One Person for Each 4 ft and 6 ft Table or Floor Space, and Two for Each 8 ft Table  
Identification Badges will be Prepared. ALL ADDITIONAL NAMES MUST BE LISTED BELOW

Additional Names for Badges: \_\_\_\_\_

Please Make Check Payable to SMROCC — Amount Enclosed: \$ \_\_\_\_\_

\*\*\*NO CASH PLEASE\*\*\* Send Checks or Registration to SMROCC, P.O. Box 9612, Shawnee Mission, KS 66281



*Jayhawk Model Masters  
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