



**AMA Club # 2013
Year 2013**

www.jayhawkmodelmasters.com

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Jayhawk Model Masters

October 19 Meeting

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

8:00 AM – Breakfast

9:00 AM – Business Meeting

Schedule of Events:

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

Oct. 19, JMM Club Meeting

Oct. 22, Tuesday Night Barby & Fly

Thursday's, JMM Building Night

**Dec. 7, SMRCC Swap-N-Shop
Lenexa Community Center**

**Feb. 8, KCRC Swap-N-Shop
John Knox Pavilion**

Jan. 1, Freeze Flys

May 3, Jayhawk Open

News-wrap

Do you all have your winter faces on now?
Are you planning the next building project?
Am I talking to Mr. Jimbo here. Hey, any
flying we get from here on out, we should
consider a bonus. Or, maybe it will be a
mild winter anyway?

Now, we do have several swap meets on
the horizon, and you guys that don't want a
winter project can slip into something
someone else would like to liquidate. So,
watch yourself, there may be a reason why
that bargain is a bargain.

I don't know about you but I really enjoy going to other peoples events. You get to see old faces, and you don't have any responsibilities. And you don't need to be as concerned about the weather unless it prevents flying all together. Sometimes just getting your stuff to the field can be a challenge as well, like this guy who showed up at the Topeka Blue Sky event.



Even if you don't have a giant scale aircraft or a floatplane to fly, your attendance and support of these events is very important. You can still register as a pilot and you can purchase raffle tickets, but just being there as a spectator or even a spotter for one of your club members advances the hobby. So, start checking your calendar for next year, and let's see what we can do.

Topeka Blue Sky Fly-In

Those of you who attended this event will not forget what a beautiful day it was, and what a treat to see such a variety of big birds. Some of the guys that attend this event we only see once a year, so its always good to get caught up and check out their latest creation. Case in point, Dick Chandler, a former member of our club, and now residing in Osborne, KS, was sporting a new "CheckMate" Biplane as seen at the top of the page.



Will you look at that "Blue Sky", quite appropriate given the name of the event. Yes, that is Dick's 70" Aero-Works "CheckMate" Biplane powered by a DLE 55.

Speaking of "Bipes" Bill Miller's scratch built Pitts Special was a real show stopper when the smoke was let out. This 1/3 scale aircraft, built by Cliff Boughman, had a DA-50 and 24" prop spinning on the front. See that "Bad Boy" bearing down on me:



And of course it is always a treat to see John Dalton's Beech C-45 in flight. This 114" beauty is powered with two G-38 gas engines.



Another interesting aircraft was this 96" Cap 232 built and flown by Loren Tregellesh from Wichita.



Other aircraft included the 72" RV-4 flown by Gary Niehouse of Manhattan, a 90" S-Bach flown by Russ Fitzpatrick also of Wichita, and Darrel Cordle's 60" Model 12 Pitts.

One tradition of the Blue Sky event is the photo lineup of aircraft during the noon break, and here they are below:



I understand there were 23 registered pilots at the Blue Sky Fly-In. And speaking of pilots the Jayhawk Big Bird had 22 registered pilots on the "rain-date" Sunday. This is amazing, taking into account that the rain date was not official but the word was simply passed on by text and email.

Jayhawk Big Bird

As one might imagine, many aircraft that attended the Topeka event also appeared at the Jayhawk Big Bird as well, just one week later. A thank-you goes out to the Blue Sky members who passed the word and also attended our event on Sunday Sept. 29. I think we will have to make Sundays our official rain date for future events.

We had a number of people really rally to make our event the real success that it was. A big thank you goes out to our new member Steve Lewis and his family helpers for taking on all the cooking duties on such short notice. His daughter Lillian was a real "Gem", and took a lot of photos of all the big birds.

I guess thank-you's are in order for everyone that made it happen, since we were rained out Saturday, and had to make quick decisions for the move to Sunday. We did do something a bit unusual this year and that was a group photo of all the attending pilots. I think we might want to continue that in the future.

Here is the 80" Newport 28 being flown by Charlie Radford. Charlie is from Lansing, KS.



Mickie McElroy came all the way from Logan, KS to fly his 110" 35% Yak 54. The big Yak has a DA-100 for power. Mickie could be seen practicing his 3D flying.



Well here's a face from the past; Mr. Don Brents himself, a former club member, came out with a large 96" Raven.



John Ostmeyer, from Overland Park, was caught cleaning up after a very hard landing with his 70" Pitts Special. Maybe it was his 72 mhz frequency that did it. It couldn't be pilot error?



Ok, I mentioned that we did a group photo of all the pilots; well here it is.



Zack Stephens won the giant scale Revolver raffle prize and is pictured in the photo below



Here are some of the folks from Lansing and Baseher just enjoying the day.



Sept. 14 Club Meeting

We had a very slim showing at the Sept. meeting with only 13 in attendance. This is the smallest number I can remember since I joined the club back in 1987. Guys, what are you doing on Sat. mornings anyway? Where's the camaraderie? You mean you really get tired of talking airplanes? If you do, this hobby is not for you. I personally get energized when anyone wants to talk aircraft. How about you?

Ok, just so that we know there will be at least one aircraft for show and tell, I promise to bring my 72" Cessna Citation this Sat. to the club meeting featuring twin 100 mm Electric Turbines. Shoot-far, we might even take it out for the maiden flight. But.....you better be there.

The treasurer's report indicated that we had a net worth of \$6340.80, however, I don't think we paid our share of the new roof at that time since the roof was 90% finished. Most of the business was related to getting ready for the Big Bird Fly-In. There was no show & tell or fuel raffle.

Oh, but we did raffle an ElectricFly F-16, and Patrick Deuser walked away with yet another raffle prize.



Getting in to Turbines By GR

A member asked me this question, "how can I get into turbine powered aircraft"? I needed to think about it. When I started, it was a little easier than it is today. You only had to demonstrate that you could handle a high speed complex aircraft; it didn't have to be turbine powered, but it had to have flaps, retracts, and possibly brakes. You had to be signed off by two people, one pilot with a turbine waiver and one who was a CD and had a turbine waiver.

Today, you have to have the same sign-offs but you must demonstrate your skills on a turbine powered aircraft, and you must demonstrate a knowledge of the turbine powered system.

Those who have been in the club since I have, have seen me go through a steady progression of building and flying large nitro powered ducted fan jets; 2 Byron F-16's, 1 BVM F-16, 1 BVM Maverick, and a host of Byron powered Enforcers. All these aircraft had either 6" Byron or 5" BVM fan systems, and they were not small foamys. Some were fiberglass fuselages and some had fiber-glassed wings and flying surfaces. I have also built and flown large EDF's like my converted BVM Maverick, Tamjets A-4, and Nitro Planes Cessna Citation among others. These also were equipped with flaps and retracts.

I am only saying this, not to discourage anyone else, but to simply say, it might take you years to get there as it did for me. But, you can enjoy the ride, so to speak, as I did. You don't need to be some fantastic flyer, as I am not, but you need to learn, observe, and pay your dues along the way.

Honors Physics Mixed with Model Aircraft

By Herb W. Ziegler III



I have been an avid model builder for over 25 years. I know that by designing and operating planes, it always assisted in my effort to make scientific concepts tangible and meaningful to me. Though the hobby in its own right has been very satisfying, I have found no greater reward than to incorporate radio-controlled models into my physics teaching.

For many students, physics has been very abstract and quite difficult especially when they did not have prerequisite manufacturing and/or engineering skills. Over the years I have been able to compile a series of aviation-based activities which helped to motivate students beyond what was attainable with traditional book-work. In particular, I would like to share the results of my most recent and ambitious of class projects.

During the spring semester of 2013, one Honors Physics class was eager to tackle an advanced project. A variety of missions for a radio-controlled cargo aircraft were considered. Since it was the Easter season, the class chose to carry and drop as many plastic Easter eggs as possible. A plane called *The Zeggler* was designed and constructed from scratch by a class of 23 so that it would be able to drop 400 plastic eggs at once. The volume of the cargo would prove to be massive 4 cubic feet

The 22 lb., 11ft-span *Zeggler* was made predominantly from $\frac{1}{4}$ " foam board, $\frac{1}{4}$ " aspen plywood, and EPS foam covered in *Towerkote*. Due to transport considerations, the plane had to break down into manageable sections. Initially, twin .46 engines were tried, but a taxi test revealed the need for more power, so twin *Thunder Tiger* .65 glow engines were substituted. This provided approximately **4.0** HP and **20** lbs. of static thrust.

The *Zeggler* made two successful flights and has since had all R/C components removed and has been readied for permanent display at our school; the aircraft will hang from the ceiling in the main hall to celebrate the class's achievement. We have compiled videos of all the flying and building processes.



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