



JAYHAWK Model Masters Newsletter



www.jayhawkmodelmasters.com

SEPTEMBER 2009

A.M.A. #2013

September 19 Meeting

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

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

2009 Officers

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

Newsrap

Hey, the Tom Supancic “Search Party” can be called off. I actually saw him at the field this month. This might have been the first time this year. I guess when all you do is build secret projects there isn't much time left to fly. Here he is ready for takeoff with the Cox Waco, an Arf kit that is now discontinued.

Schedule of Events:

- Sept. 19, JHMM Club Meeting**
- Sept. 22, Family Night–Barby & Fly**
- Thurs. Eve.'s, JHMM Building Night**
- Oct. 8, Franklin County Flyers Meeting
“Wellsville Field”**
- Sept. 26-27, “Jayhawk Big Bird”**
- Dec. 5, SMRCC Swap-N-Shop**
- Jan 16?, KCRC Swap Meet**



Here is another photo of the Waco in the air. The landing gear has since been rebuilt.



I also spotted John Bowman with a brand new Seagull Models Yak-54. John powers it with an SPC 26 gas engine.



Take a good look at this black and yellow beauty because a photo is all that exists of the striking Yak. I believe John had a servo jam on the first or 2nd flight and she bored right in.

Thursday Build Night

Your editor managed to visit the “build night” several weeks ago and found just what you expected. Everyone was building an EPP foam F-22. Of course I couldn’t stand to be without, so I cut one out for myself. Unfortunately, I haven’t had a spare minute to work on anything the past few weeks.

Here are a few photos of what I discovered in the old building basement. It appears that Joe Gadzia and Matt Hilt are working on the same airframe, however, I know that they both have their own F-22.



Jim Morris also has been bitten by the same foamy F-22 bug.



More flying photos

Even your’s truly gets to fly every once and a while. Here is the 80” CMP AT-6 on a cloudy fly-by. The “6” features a 1.70 3-cylinder radial engine.



Jayhawk Big Bird

By the time you find this newsletter, the Jayhawk Big bird will be about 10 days away. So, if you haven't placed any of the flyers in the community, now would be a good time to do so. Find a bulletin board or a glass window someplace where people can see it. You might even mail one to a friend. You can find the public version on our website that says "Free Air Show".

Harold Rauckman Passes

Some of you know that dad (Rocky) passed away Sunday Sept. 6, however, you didn't know that he was the cause for my many hobby interests. He was my champion for he started me out with a Lionel train set when I was seven years old. That turned in to a 30 year toy train collection after college. He also helped me with my first U-control airplane. It was a solid balsa profile craft with an Ohlson & Rice .19. He loved to build stuff when he wasn't repairing autos. That's where I get my desire to build stuff (airplanes) as well. He wanted to be on the newsletter mailing list so he could keep up with the Model Master club. He will be greatly missed. Thank you all for your kind thoughts, cards and flowers.

Another flying day

Here is a photo of John Dalton's PT-19 M



Mike Boline apparently followed Dalton over here to fly. That's the Great Planes Chipmunk he is carrying.



I believe Matt Hilt is helping his uncle put together his Hanger 9 P-51 trainer.



Finally, we have Darrell Cordle giving a flying lesson to Alex O'Brien.



Aug. 15 Club Meeting

We had a couple of guests at the meeting back in August who ended up joining the club at the end of the meeting They were **Lane Zaremba** and his dad **Scott. Ken Baron** was also at the meeting, and he is both a new member and also the uncle of Matt Hilt. Another member that I am aware of is **Jeffrey Dugger** from Lenexa. I met Jeff at the field and was able to get him signed up several weeks ago. Welcome to each one of you. I trust this is just the beginning of a new hobby journey that will last your lifetime.

Hank Darnell opened the meeting with a pre-show-and-tell of his Depron foam F-22 combat electric RC airplane. This is an example of the numerous craft being built on Thursday Build Night This one has an Atlas 2312-20 1600 kv motor and burns an 800 mah 3S battery. The 7" prop pulls 10 amps or about 100 watts. See Below.



Treasurer's Report

Jerry Foree followed with the monthly Treasurer's Report. The current net worth is \$4951.92. He also reported that we ended up with a net profit of \$347 for the Jayhawk Open that we hosted in July.

Safety Report

Kent reported that we had no safety issues other than Debbie, Kent's girlfriend who happened to tripped inside the trailer. Kent again reminded us to not wear any baggy clothing or jewelry when starting an aircraft. Also be careful with neck straps. He said we had someone who turned off their RC Tx when they clipped on their neck strap. Also, he reminded us to always pre-flight our aircraft.

Kent continued, always be aware of any buzzing sound coming from your flying aircraft. This could be a flying surface that is fluttering. This usually precedes a flying surface failure or crash. Finally, fly regularly to keep your flying skills sharp.

Membership drive

I believe we agreed to start a membership drive where you can earn a \$10 JHMM "funny money" voucher for every new member that you sign up.

Big Bird Reunion

It was also agreed that we would host a reunion of sorts during the Big Bird event and dinner at Pisanos. We will send invitations to all former members that we know are in the area, asking them to join us both at the Fly-In and/or Saturday night dinner.

Big Bird

We also discussed the issue of flying non-IMAA aircraft at the big bird. We agreed that this will be acceptable on Sunday only. We further talked about continued publicity for the event such as KC and Topeka publicity and local club invitations.

Show & Tell

We had no less than 4 aircraft this month, the first being a 63" Cessna 182 being shown by George Jones. The "82" is a made by Green Models, has a fiberglass fuse, weighs about 6 lbs., and is powered with a Saito 56 4-stroke. George said he plans to remove the wheel pants after show & tell because they drag to hard on the grass. He also had to modify the firewall, the wig mounting, and the landing gear.



Dave Alexander brought an UltraFly Outrage Biplane that is marketed by Hobby People. Apparently it was on sale for only \$20. Dave wanted something he could fly 3-D with, and he hopes this is the ticket. The biplane features a \$23 synthesized Rx on 72 mhz. The craft weighs only 12 oz's, and rog's easily with the 1-1/4" wheels.



Nate Ericson was showing the scratch built "Nate's Gnat" aircraft that he built for the building contest last winter. The "Gnat" features a Turnigy ESC, a Castle Rx, and Trexler wheels. It flies on a 2S 400 mah battery, and weighs 5.5 oz's.



Dave Alexander also brought his contest airplane to show as well. Dave said he wanted to build a scale OV-10 Bronco, but settled on the "Snapper" when he ran out of time.



The Model-of-the-Month was won by Nate Ericson. The Gal-O-Fuel's were won by Fred Heinecke, George Jones, and Mike Weinsaft. The Starfire 40 with OS 55AX was won by Tom Supancic.

ON THE SAFE SIDE 101 Ways Part Deux

by Don Nix, *Insider Safety* Column Editor
Gee, when I agreed to write this bi-monthly column, I didn't realize some of you readers would practically write it for me. The column in the last issue, "101 Ways to Stop a Spinning Propeller," generated more e-mail than any other to date, nearly all contributing brain lapses of their own, which they gave permission to pass on to readers.

Before I do that, though, I must apologize for the way I described an incident I had witnessed nearly 20 years ago involving John Brodbeck, the "B" of K&B engines. I told of flying in the pit next to John when he reached to tune the needle from the front and ended up with a nasty gash requiring _____ stitches.

An acquaintance of mine and a friend of John's for decades felt I might have done John a disservice by the way the example was written. Since John died some years ago and was also a friend of mine, I must assure everyone no such negative connotation was intended. My purpose was simply to point out how a momentary lapse in safe practices could reach out and grab a person who had probably been flying since he got out of diapers, but made his living in the industry as well.

Now for a few of the incidents sent in by readers, who gave permission to use their names. Member D. Mock writes:

"Accidentally reversed the throttle servo on a 52cc Brison. Started with a heavily gloved hand. Realized the transmitter is directly below the now roaring engine. Notice the tail restraint is giving up under the intense pressure. Freak out and grab the prop with the gloved hand.

"If it weren't for the glove, I wouldn't have a hand (like my friend in a neighboring club). It shattered all my fingers. I wore a cast for five months and missed the whole season. Bummer. BTW, the hand is fine now. Thank God for great medicine."

From J. Low: "I really enjoyed your article about propeller accidents. I was safety officer for a large model club for several years. Every thing you mentioned did happen and will happen again and again.

"I'll bet you could take a safety article written many years ago and print it today and it would be just as current as it was when made up. As new people join our hobby and old ones forget what they have learned, there are the ingredients for the problems.

"Anyway, I wanted to tell you I could relate to the article because been there, done that. Fly like you wish everyone else would: 'Safely.'"

Les from Florida sent a very detailed story (with a photo) of an incident that almost cost him a finger. Here's part of his note:

"I am a safety fanatic, and am to the point of being anal about safety stakes, not flying alone, and cringe when I see someone start any size plane without safety stakes, or a person holding the plane.

"That being who I am, I decided to run the fuel out of the engine, and pack it up for the day. I went to a low idle, glow starter on, flipped the prop (with Chicken Stick). As it leaned out because of running dry, the RPMs came up, and the plane started to move forward. Yes, I reached thru the prop to stop it. I had NOT put my safety stakes in!"

The P-Factor

Greetings to all and welcome to the September edition of the P-Factor. For those of you who didn't see the email I sent out, or the plea for help for the BIG BIRD event later on this month:

We Need YOUR Help!!

The big bird event is the weekend after the club meeting. There are many empty spaces on the sign-up sheets. Everyone needs to volunteer for at least one 2 hour slot. The jobs are not real difficult and can actually be fun. Please see me at the meeting, or call me at (785)766-9254 or email me at pdeuser@hotmail.com to get signed up to help your club out.

With that being said, according to the clubs constitution, "the stated purpose of the club shall be to promote the building and safe operation of radio controlled model aircraft in Lawrence Kansas...." What better way to promote our hobby than to put on events and show off the aircraft and the talented people who build and fly them.

We have a fantastic group of guys

in the club, but, are we as a club doing everything possible to promote the club and hobby? What else can we do?

One thing that comes to mind is that we should embrace the park flyer program. The recent surge in popularity of smaller electric models is due at least in part to lower initial cost and typically shorter times from box to flying. What a great way to get into the hobby. Is our facility welcoming to park flyers? After watching several smaller models (not necessarily just park flyers) trying to take off unsuccessfully from the grass, I think our field could really use a smooth hard surface runway of some sort.

Dr. Joe "snakebite" Gadzia was telling me a little about a program AMA has to help clubs by reimbursing them with up to 10% for field improvements so perhaps they could help us a little. There are some lower cost alternatives to concrete or asphalt such as petromat. Is there enough interest out there to look into the idea? With more and more electric and small plane fliers I think a "paved" runway would be a tremendous asset to the club. Perhaps we could try the petromat on the smaller N/S runway or just to the east of the larger one, Think about it and let me know your thoughts.

I hope to see you all at the meeting at the clubhouse on Saturday the 19th and again at our 6th Family Night of the year on Tuesday the 22nd. Bring a plane and some food and have some fun!

Gentle winds and soft landings,

~Patrick

2009 EVENT SPONSORS

Jayhawk Model Masters recognize the following R/C suppliers for their generous contributions toward the success of our 2009 model aviation events:

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JMM members are urged to trade with these excellent suppliers whenever possible!

Jayhawk Big Bird Fly-In

**Sept. 26-27
9:00 AM -5:00 PM**

**Location: Below Clinton Dam—Lawrence, KS
3.1 Miles West of 59 Hi-Way on County Rd 458**

***Landing Fee: \$25.00 Includes Dinner
Registration Starts at 8:00 AM***

**Contest Director: Patrick Deuser
785-766-9254 pdeuser@hotmail.com**

Raffle Prize: RC Guys 97" Cessna 188 Ag-Wagon

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Your Host: Jayhawk Model Masters



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