



JAYHAWK Model Masters Newsletter



AMA # 2013

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July 21 Meeting

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

8:00 AM – Breakfast

9:00 AM – Business Meeting

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

Schedule of Events:

July 21, JMM Club Meeting

July 19, Barby & Family Night

Thursdays, JMM Building Night

Aug. 4-5, Mid-States Scale, Hillsdale Lake

August 11, SMRCC Float Fly
"Wyandotte County Lake"

Sept. 8, KCRC Warbird Fly-In

Sept. 15-16, Blue Sky IMAA, Topeka

Sept 22, Jayhawk Big Bird

Newsrap

Wow, what a whirlwind 24 hours it has been. We drove yesterday, Friday the 13th, to Newton for a Cousin Reunion. We stopped at our friends in South Newton first, then to North Newton for the Reunion. At 10:30 PM, we drove to Buhler for the night. Breakfast at 8:00 to 10:00 AM. Then we drove to Coffey County Airport to pick up the J-3 Cub. And then flew to Lawrence at 100 degrees and bumpy air. Got out with sweaty underarms, grabbed something to eat and arrived home to now sit in front of the computer to start on the newsletter.... Whew.

I guess that means we can again start flying the big stuff. This is the first fresh annual on the J-3 in the last 5 years.

So, what have you guys been doing? Surviving the heat I guess. I personally haven't talked to anyone but Bill Elkins since the float fly.

June 23 Float Fly

And speaking of the float fly, I believe we had 13 registered pilots. Not bad considering the forecast was for 20 plus mph winds. That was 11 out of town pilots and 2 from Lawrence. You might say, Not a lot of flyers from the local club. Too busy I recon.

It actually turned out to be a very nice morning and day until the winds arrived at about 1:00 PM and swept Mike Weinsaft's new pop-up out to sea. We all scrambled to put everything away, and leave the premises.

Here is the Darrell Watts's You-Can-Do, a very popular float plane with the KC guys.



At the top of the next column is a Super Sportster flown by one of the Shawnee Mission pilots on the practice day. Notice the water rudder is already in the water as the aircraft is flared for landing.



Dave Alexander's Schneider Sport is ready for takeoff below. See how calm the water is.



This T-Craft by Wayne Nyberg smacks the water hard and breaks several float struts.



Here is another aircraft by Darrel Watts, the Eindecker on homemade floats.



Here is Wayne Nyberg of the 49th Jumbo in KC starting his KMP De Havilland Beaver.



And Finally Wade Mcguire wow'd us with this e-powered speed boat.



Sorry, but I didn't get a photo of Weinsaft's pop-up floating upside-down on the water. I believe we were all running to pull down our own ez-ups. The Grumman Widgeon raffle prize was won by Steven Spielbusch of the Shawnee Mission RC Club.



OK, another year and another float-fly, and "Man" these things are a lot of work. So, only one sanctioned event left for the year, the Jayhawk Big Bird. I trust that you guys will really get behind this event. I think I will take next year off all the way around.

Secret Projects ?

Hey, we haven't heard much from Tom Supancic lately! Could this be his new ride? You know how we can really go to sleep around here, than all of a sudden, here's this new aircraft. GeeBee here we come!



June 16 Club Meeting

June was kind of a low turnout for the regular club meeting and we are not even in the dog-days yet. Well, I guess we are now. I counted only 21 in attendance but that didn't count Tom Supancic who came real early to cook and left before some of you guys got out of bed.

George gave the Treas. report with more info than you back-row guys could ever use in a lifetime. His roster also shows us having 56 members which is more than the last couple years. And that doesn't count a couple guys who are still waiting for us to lower the dues. Maybe next year we can.

Tom O'Brien gave the Safety Report and warned us again "to keep your darn fingers" out of that whirling thing in front. A warning that apparently didn't come soon enough for Fred Heinecke. But all is well. Oh, someone reported an aircraft flying over the 5th hole t-box at Eagle Bend, and No!, it wasn't anything that resembled a jet. So there!

Gary Weber announced that the Corp of Engineers was looking for a club member to speak at one of the summer Amphitheatre meetings about R/C airplanes. I think at least 3 members volunteered. Darrell Cordel, Gary Weber, and Dave Alexander offered, but I don't know if this has happened yet.

There were 3 fuel drawings this month and they were won by Harris Tate, Patrick Deuser, and George Jones. It looks like George Jones has his moving sale planned for August 11. I believe he plans to auction several of the smaller R/C aircraft with the other stuff. Might be some deals in there for those of you that are interested.

Show & Tell

Zack Stephens won the Model-of-the-Month with his new and not yet flown Hanger 9 P-51 Trainer. I believe Zack flew it later that day with the help of some of the club members. Here it is below;



Gary Weber was also showing a recently finished Stearman PT-17 from Maxford Models. This e-powered "17" has a 50" wingspan, weighs about 4 lbs. and uses a 4S 2000 mah Lipo.



Zack also won this Extra 330S raffle prize, so, check out that smile.



Ride in your own B-17?

Get outa here. While there are plenty of 7/8-scale and even 3/4-scale flying fighter replicas - the latter would give an F4U Corsair lookalike a wingspan of just under 30 feet - nobody has ever attempted to shrink a four-engine bomber down by two-thirds and still make it flyable. Nobody but Jack Bally, of Dixon Illinois.



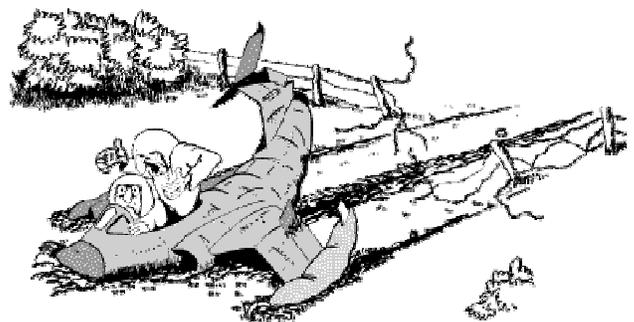
Bally is building a 1/3-scale Boeing B-17 replica that will be about the size of a Cessna 152, and it's well on its way to completion. "I'm about 90 percent done, with 90 percent to go," says Bally, obviously a wise old aircraft homebuilder. He's in fact built three other sport planes already, though not nearly of his current project's complexity. "This is the most challenging thing I've ever done," he admits. "I bit off two mouthfuls when I started this project."

Bally began with a detailed set of plans for a 1/9-size radio-controlled model B-17, scaled them up, and loosely based his all-metal airframe on the model's wooden components. The pilot's seat, instrument panel and controls fill the entire B-17 cockpit and are fully enclosed by the multi-paned canopy and cockpit roof, now a single piece hinged at one side for entry. The airplane will remain a single-seater at least for a while, though Bally is considering putting a tandem passenger seat directly behind the pilot's.



The airplane is a remarkably accurate replica externally, and Bally can think of few compromises he's had to make. "The gear-retraction mechanism is hydraulic and not through jackscrews, and the engines aren't radials," he points out. "They're Hirth F30s, four cylinders opposed, two-stroke, detuned from 80 hp each to about 60 because I'll run them direct-drive." (In order to put out the full 80 hp, the engines would have to turn fast enough that a gearbox would be needed to keep prop speeds reasonable, but a total of 240 hp should be plenty for an airplane this size.)

Bally hasn't logged the time he's spent on his baby B-17, but he says that 40 hours of work on it every week for 12 years comes to just under 25,000 hours. Does he know when it will finally fly? "Oh, hell no, I once thought it should have been five years ago, now it's still probably two or three years in the future."



No, I did not say "I have control"

P-40 Found in Egypt Desert

Much like the finding of King Tut's tomb, a vital piece of our country's history was discovered in the Western Desert of Egypt. [Find yourself taken back in time](#) as you imagine being the pilot of this lost P-40, now frozen in time by the desert.



A fighter plane from World War II that crashed in the Sahara 70 years ago has been unearthed, and holds clues to a missing pilot.

The [Telegraph reports](#) that the intact American-made Curtiss Kittyhawk P-40, which had remained untouched since its crash landing in 1942, was discovered by a Polish oil company worker, Jakub Perka, who was exploring a remote region of the Western Desert in Egypt, about 200 miles from the nearest town.

It is believed that the airman, Flight Sergeant Dennis Copping, 24, initially survived the crash, because a parachute found at the scene looks to have been used as a makeshift shelter. But no trace of the body was found, leaving experts to believe the pilot walked away from the flight, then walked to his death in a hopeless attempt to find civilization.

A military historian, noting that there would be no reason on earth to have found the plane in the middle of the desert, [hailed the find](#) as "a quite incredible time capsule, the aviation equivalent of Tutankhamun's Tomb."

The Canadian website [Vintage Wings of Canada](#) said the plane was in "incredible condition," but worried about looters to the site, which happens to be on a dangerous smuggling route between Sudan and Libya.

Vintage Wings also notes that the serial number appears to be ET574, a plane previously flown by Canadian pilot Stocky Edwards. The website adds, "To say we, at Vintage Wings, are excited by this find in an understatement." A search is planned to locate the missing pilot's body, but officials don't believe that any remains will be found. Eventually, the aircraft will be moved to London's Royal Air Force Museum.

Heat Wave Exposure

From Alex Szemere, Tri-County R.C. Club, NJ

I hope that all pilots are cautious about heat wave exposure. Here are a few suggestions to guard you against heat stroke and/or heat exhaustion. The best advice—do not fly during close to 100° weather!

Heat-related illnesses and first aid

Heat stroke, the most serious form of heat-related illness, happens when the body becomes unable to regulate its core temperature. Sweating stops and the body can no longer rid itself of excess heat. Signs include confusion, loss of consciousness, and seizures. *Heat stroke is a medical emergency that may result in death!* Call 911 immediately.

Heat exhaustion is the body's response to loss of water and salt from heavy sweating. Signs include headache, nausea, dizziness, weakness, irritability, thirst, and heavy sweating. Heat cramps are caused by the loss of body salts and fluid during sweating. Low salt levels in muscles cause painful cramps. Tired muscles—those used for performing work—are usually the ones most affected by cramps.

Jayhawk Big Bird Fly-In

Sept. 22, 2012

9:00 AM - 5:00 PM

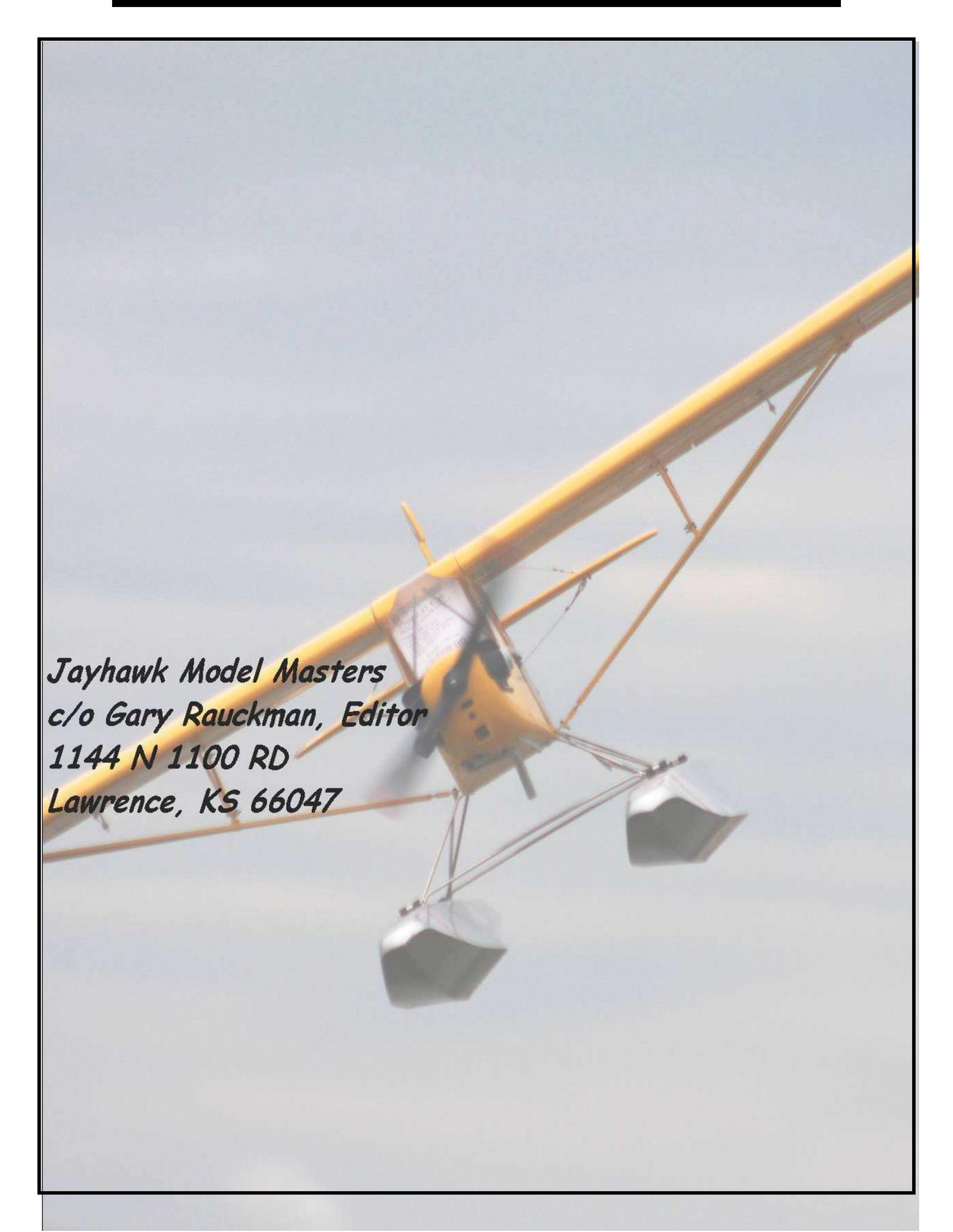
***Location: Below Clinton Dam - Lawrence, KS
3.1 Miles West of 59 Hi-Way on County Rd 458***

***Contest Director: Gary Rauckman
766-423-2700 rocketman200@juno.com
Jayhawk Model Masters***

***Landing Fee: \$15.00
Registration Starts at 8:00 AM***

Raffle Prize: Giant Scale Aircraft

Concessions & Facilities on Site

A yellow glider is shown in flight against a clear blue sky. The glider has a long, slender fuselage and a high-wing configuration. Two silver, conical weights are suspended from the tail section by thin wires. The glider is angled upwards and to the right.

*Jayhawk Model Masters
c/o Gary Rauckman, Editor
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