



# JAYHAWK Model Masters Newsletter



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

**AUGUST 2009**

**A.M.A. #2013**

## August 15 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/Tears. | 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

### Schedule of Events:

- Aug. 15, JHMM Club Meeting**
- Aug. 18, Family Night–Barby & Fly**
- Thurs. Eve.'s, JHMM Building Night**
- Aug. 13, Franklin County Flyers Meeting  
"Wellsville Field"
- Aug. 15-16, Mid-States Scale Classic  
Barnstormers, Hillsdale Lake
- Aug. 22, 49<sup>th</sup> Squadron Jumbo Jamboree
- Sept. 11-12-13, Smithville Float-Fly
- Sept. 12, KCRC Warbird Fly-In
- Sept. 12-13, Salina IMAA
- Sept. 26-27, "Jayhawk Big Bird"**

I guess I don't have to tell you guys that this summer continues to surprise us with great weather and abundant flying. We are also picking up a few new members just like we did at this time last year. One that I am aware of is Bryan Metzger who is being instructed by Fred Heineke. In fact I just heard that Bryan soloed this week. I believe Bryan is a Grad. Student at KU working on his MBA. Bryan's trainer is a rather unique design. It has a Coroplast wing and a double aluminum angle frame.

Another new member I met at the field just recently was Todd Paddock. Todd is also just learning, in fact I had the privilege of giving him his first lesson just this week. He has a Hanger 9 trainer with an Evolution .61. Todd is a cameraman from CA and is looking for a little work.

I don't want to leave someone out, but I think Leroy Grubbs has now joined the club as well. Leroy lives in Topeka. The only picture I have of any of the "newbies" is that of Bryan Metzger shown with Fred below at the July family night.



### ***New Stuff***

I see that OS is now offering an OS 95AX ringed engine that will bolt right up to the holes of the 75AX. The price tag is an eye bulging \$280 however.

Justin Pennington tells me that the 15" SU-26 from Parkzone is a real hoot. Horizon Hobby sells this little buggar for \$95 in a bind and fly format.



For you builders, Leisure Models is now kitting short kits for all the old Jack Stafford Models. Another "go fast turn left" builder that is again being offered by MikesRC.us is the "Screamin Demon". The "Demon" can use anything from a .25 to a .50. See on next page

### **Screamin Demon Delta**



### ***Trimming for Flaps***

The direction of trim required for flaps is very much dependent on the aircraft and flap configuration. An airplane that has the tail in line or below the wing will generally require down elevator when flaps are deployed. Whereas, if the tail is above the wing you will generally need up elevator trim when flap are in use.

A split flap configuration will usually require down elevator trim. This is a result of two things, a change in the angle of attack (AoA) of the airflow on the tail (downwash), and also the change in pitching moment on the wing due to the flap deflection. The greater of the two effects will generally dictate what trim is required.

**\*\*\*\*\***

***"I feel so good I gota sit on my hands to keep from waving at everybody"***

***"You know something is wrong when you have to find parts via metal detector"***

***"That thing is so stupid....uh, where can I get one?"***

## ***Building Contest***

I think I am a little out of the loop as far as the building contest results are concerned. About all I know is who the contestants are, and I am only about 70% sure of that, as Yogi would say. Here goes anyway. I think that there were 4 entries to the building contest. Those 4 are as follows:

Kent Kummer, 90" Great Planes Cub  
Larry Davidson, Scratch built T-Craft  
Nate Ericson, electric scratch built  
Dave Alexander, electric flying wing

Kent's Cub is pictured with the club news/minutes. The T-Craft of Larry's is pictured here:



And the little electric by Nate Ericson is below. This is a 36" 1950's freeflight design with Turnigy 18-11 2000K brushless.



Unfortunately, I can't seem to find a photo of Dave's entry. Perhaps it's because I didn't take one. Sorry guys.

## ***Jayhawk Open***

I felt like the "Open" was a success even though we had only 16 registered pilots. The weather was great, we made a little money, and we had a lot of fun. There seemed to be a steady stream of spectators, even though the bleachers were never packed full. I was especially pleased with the "Pub" that we got from channel 6 on Friday evening. I would think that the publicity itself will be greatly beneficial over the long haul. It seemed interesting to me that several groups of spectators were arriving at the end of the 2 day event while we were preparing to put things away.

We also got an additional boost from Paul Tornamen and Alex Lopez when they decided to stay at the Lawrence event rather than continue with their plans to attend an event in Tulsa. Paul even talked of possibly joining our club as well. Thanks guys for your contribution.

Here is Alex at the TV video session Friday afternoon.



Unfortunately, Alex damaged the 101" Edge 540 Sunday when he ran out of fuel doing a 3-D maneuver about 10 feet above the ground. I believe he broke the firewall loose and cracked part of the cowl.

### ***Open continued***

Here is a photo of Paul's Yak-54 doing one of his many 3-D maneuvers.



Most of you guys on the front row know that we offered a TopFlite Staggerwing Beech for the as the chief raffle prize for the event. You may not know however, that Don Brents was the winner of that fine prize. Congratulations Don. The consolation prize was a set of 40 size floats, and I forgot who the winner was.

Remember, the Big Bird is Sept. 26-27 and we will raffle the large 97" RC Guys Cessna 188 Ag-Wagon, a \$439 ARF. Whoever wins this must, as a minimum, install a simulated spray system.



On behalf of the Board, I want to thank all those who helped make the Open a great success. Especially those involved with the concessions.

### ***Open Photos***

A look at the pits on the east side. We had other pit activity on the north side.



Here's a look at some of the spectators.



Big birds in foreground, Kent Kummer's Pitts Model 12 on the stand at far right.



## ***July 21 Family Night***

The family night weather was again typical of the 2009 summer. A little shower had come thru earlier, and the temperatures were moderate and cool.

Here is a photo of a trainer flown by George Jones. Notice the dark cloud backdrop in this photo and some of the others to follow.



Here is Fred Heineke's Goldberg Pitts Model 12.



Kent Kummer's Pitts M-12



## ***July 18 Club Meeting***

We had 31 members in attendance, however, I don't believe we had any new members or visitors. Thought there was a new visitor for a moment, but when I started to get up and go greet him, I realized it was Larry Houseworth with a new crew-cut. I honestly didn't know who it was at first.

John Dalton attended the El Dorado fly-in the month before, and talked a little about it. There were 20 flyers there which was down from previous years.

Jerry gave the treasurer's report indicating that the current net worth was at \$5177.73. Kent Kummer gave a brief safety report mainly reminding all to walk around to remove the glow driver. Do not reach over the prop. Gas drivers always use a glove to start your engines.

There was again a discussion about whether we should make any changes at this time to Jayhawk Lake. A vote was taken 13 to 8 to leave things as they are for now. If the water body continues to silt in, we may have to visit this discussion again in a couple of years. We will either have to fill it or clean it out.

## ***Show & Tell***

The only show and tell was Kent Kummer's 90" J-3 Cub that was also his entry in the Build-a-plane contest. The Cub weighs in at 12 lbs and is powered with a Saito 91. Kent covered it with Monocote.

Here is Kent's 90" J-3 Cub



The Harmon Rocket raffle prize was won by Gary Allcorn. His 2<sup>nd</sup> consecutive win.



We also had several drawings for fuel. Harris Tate, Dave Alexander, and yours truly each won a gallon. A \$20 gift certificate will be offered to Dave as a sub for his fuel.

### ***July 18 Work Day***

There was not a tremendous amount of work to do, so there was more flying than working taking place. It was another beautiful day in the low 80's.



George Jones and Jim Morris are working on one of the stands above. Here is Steve Pollard painting the pilot blocks.



Later George Jones was flying his Telemaster while pulling a glider. Just before the release, the load on the glider wings became too great, and the wings folded. Jim Denney arrived with an old model of a "Big John" 75" Biplane. This was built originally in 1981 from a M.E.N. kit. Jim drives it with an Enya 120 4-stroke.



## The P-Factor

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

Well a lot has happened since my last newsletter article. We have had a build a plane contest, a work day, a family night, and the Jayhawk Open fly-in.

First, the build a plane contest saw only four entries. Those with new aircraft were Kent Kummer, Nate Ericson, Dave Alexander and Larry Davidson. I really thought we might see several other entries from guys who told me they were planning on entering. (Of course, I too was planning on having something but...)

For a first attempt at having this type of contest it went ok. At least one of the airplanes built was built because the contest gave the individual that little push needed for him to try to build his first non ARF aircraft. I think he was pleased with the result and he has a great looking model now and the pride of being able to say he built it himself. From that standpoint the contest was a success. I would like to try the contest again this winter with a firm completion date in April of next year. Perhaps we will do away with the flight requirements because as we saw this year not all of the models entered are designed to fly in all conditions. The board will have to review the rules and approve another contest for this winter before it will become official.

After the meeting we had a work day at the field with some minor improvements being made. Some of the starting stands and picnic tables were repaired and the pilot blocks and landscape timbers all got some much needed paint. Since there wasn't a lot of work that needed to be done, we didn't feel it was necessary to close the field to flying during the work day. I found out afterwards that not closing the field created some hard feelings. In the future, on a scheduled work day, as a courtesy, plan on everyone present working until the work is done before any flying occurs. If we all pitch in, we get done that much faster.

Family night was a pleasant evening with several members and their families enjoying good weather, good food, good friendships, good flying and from what I heard some good games in the shelter.

Did you see how great Gary had the field looking before the Jayhawk Open? The event setup guys showed up after lunch on Friday and had everything set up in almost no time at all. It was like a well oiled machine! Channel 6 even came out to give us some pre event publicity. Thanks to Alex Lopez and Paul Tornamen for performing for the news crew with little advanced notice.

The event went pretty well although I must say the well oiled machine was missing a few gears this time. I know it was a bad weekend for some of the regulars with things like family vacations, work, medical conditions, and prior commitments keeping them from helping. Overall pilot attendance was down slightly as well. The good news is that all seemed to have a good time and nobody got hurt. The club even made a little money as well. There were a number of people who helped at the event, but I especially want to thank Gary Rauckman, Kent Kummer, George Jones, Jerry Foree, Matt Hilt, Larry Davidson, and Jim Morris for all of their help both days. You guys are the best.

Now we can turn around and do it all again for the Jayhawk Big Bird event in September.

Hopefully the weather gods will be as kind as they were for the Open.

There are around 65 members in this club, if each person would sign up for one or two 2 hour time slots, we would certainly have enough help to go around.

This event tends to be our biggest event all year, let's show everyone what we are made of!

I hope to see you all at the meeting at the clubhouse on Saturday the 15<sup>th</sup> and again at our fifth Family Night of the year on Tuesday the 18<sup>th</sup>. 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***

***Concessions & Facilities on Site***

***Your Host: Jayhawk Model Masters***



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