



**AMA Club # 2013  
Year 2014**

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

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Jayhawk Model Masters

## December 20 Meeting

**23<sup>rd</sup> Street Hy-Vee  
Lawrence**

**8:00 AM – Breakfast**

**9:00 AM – Business Meeting**

## Schedule of Events:

**Dec. 20, JMM Club Meeting**

Jan. 1, Capital City Brat & Chili Fly-In  
*Bring side dish, all else furnished, RSVP*

Feb. 7, KCRC Swap-n-Shop

**May 9, Jayhawk Open**

**May 16, Jayhawk Electric**

### ***Al Lata***

I forgot to mention in the Newsletter, so I will say here that as most of you know Al Lata has been hospitalized with several issues including a heart attack and pancreatic cancer and was in critical condition. Our prayers go out to Al and the family at this time.

## 2014 Officers

President	Robert Sharp	785-566-3130
Vice Pres.	Gary Webber	842-8426
Sec/Treas.	John LaGesse	760-2543
Fld Safety	Darrel Cordle	766-8001
Board 3yr	Mike Weinsaft	843-3052
Board 2yr	Al Lata	760-5073
Board 1yr	Don Boucher	331-8939
Editor, yrs	Gary Rauckman	843-3281

## News-wrap

Am I still writing this “Rag” after all these years; are you kidding me. I can still remember when I volunteered to do this. We were meeting in that little room in the back of the old Holiday Inn at the corner of 23<sup>rd</sup> and Iowa. It was so small, we could barely squeeze 20 guys in there, so we had to walk across the parking lot to a bigger room for the meeting.

I was sitting there in October 1992 minding my own business when president Richard Ballard asked for a volunteer to do the newsletter. Everybody about fell out of their chairs when I raised my hand to say I would do it. And here we are 22 years later. It’s been a fun ride. I noticed the membership then was 54 members, and only about 6 or 8 of us are still involved.

No report yet from you guys on winter projects, however I did hear that Jim Denny was restoring an aircraft for someone, perhaps himself.

I took another look at a possible A-10 project, and started comparing the weight of 2 12S fans to 2 Jetcat P-60 turbines. The 76" A-10 will weigh about 1 lb more with turbines on takeoff, but will weigh about 8 lbs less on landing after consuming 90% of the onboard fuel. So I guess I need to sell some stuff to buy another used P-60.

That being said, I couldn't pass up a great deal on a TopFlite Beech Staggerwing at the Shawnee Mission Swap Meet last week. These are no longer in production, and are getting rather difficult to find especially new in the box like this one. Any takers? Speaking of the swap meet.

### ***Shawnee Mission Swap-n-Shop***

We had 5 tables and 5 floor spaces again this year, but didn't quite need that much since John Bowman only brought one item to sell. I did manage to sell just enough stuff to pay for the money I spent as usual.

It appeared to me that George Jones sold every airplane except maybe the Goldberg Chipmunk. And I saw Phil Abbadessa sell a couple things as well. The numbers were down again, so either there are fewer RC hobbyist now or there is less money in the marketplace.

Pat McGee was starting to sell some of Darrel Watts' stuff and even had a picture book prepared to show what was for sale. I'm interested in the "Hornet Scheme" Northstar but not at the \$450 asking price I was quoted. He said they had no idea what to do with the huge Grumman Widgeon.

Here are some photos of the action; perhaps you will recognize somebody. I guess I should have taken a "Selfie".



Here is George's stuff below



## ***No Throttle Control***

***By: George Jones***

I had an interesting experience a while back that I would like to share with everybody. I was flying my big Lanier Edge 540 with the smoke system and about three minutes into the flight, and all of a sudden I lost complete throttle control. All of the other controls were OK.

I flew around a little bit trying to get my head around the situation. The throttle was at a very high idle, way too high for a normal landing. I tried the throttle cut off to kill the engine and nothing happened. Now I have to make a decision do I fly around and wait till the engine quits and take a chance that when it does quit that I am in a good enough position to make the landing or do I go ahead and land and hope for the best.

The runway in use was the E/W with landing to the east. I decided to go ahead and make the landing with the engine running. So I made a nice long approach with a wheel landing close to the west end of the runway. Nice landing but I could see it was not going to stop before the ditch at the east end, so I managed a skidding turn to go south down the N/S runway. I ended up along the east edge of the runway where the grass was taller and the airplane finally came to a stop. No damage to the airplane.

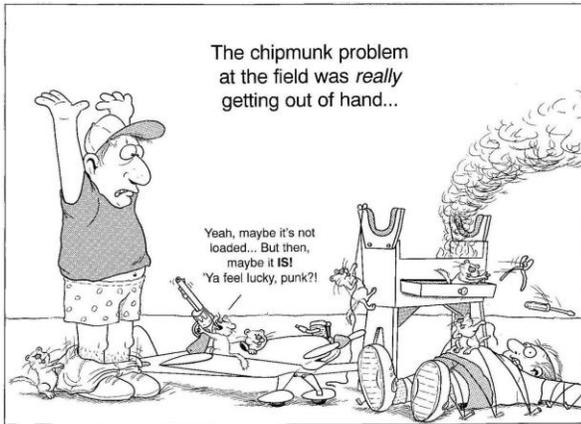
Now as Paul Harvey would say "for the rest of the story". Naturally I thought the servo was bad or the linkage hung up or something of this nature. I brought the airplane home and pulled the cowling and the servo and tested it, and it is ok. HMMMM! It must be a bad receiver or a wiring problem. I checked the wiring and it was all OK, so I plugged a new servo directly into the receiver channel and nothing. All the other receiver channels worked fine so I pulled the receiver and sent it to Horizon Hobby for repair.

I received the receiver back and installed it. Guess what? The throttle channel still did not work. Horizon Hobby said that after a full bench test they could not find anything wrong with the receiver. HMMMM! So what does that leave, the transmitter? But I had already tried the transmitter on some of my other airplanes and it worked just fine. I put in a call to Tech support and was lucky to talk to a young gentleman that led me through some checks on my transmitter and it turns out that somehow the programming had changed and the throttle channel was mixed with a channel that was inhibited (turned off) so I had no throttle control. After changing the mix settings everything was fine.

The transmitter is a Spektrum DX 18 and the receiver is a Spektrum AR9110. I have been flying this airplane for over a year with the same equipment and settings and no previous problems, and along with the fact that this happened in the air, it sure makes me wonder about some of this new technology.

I have heard of some problems that they think is from cell phones and 2.4 GHz radio's but to my knowledge no one has proven it yet. I did have my cell phone and I carry it in a pouch on my belt which is close to the radio when I am flying. I believe I will start leaving it in my tool box when I fly. Happy flying and good radio response, "George".

***Did I say George sold everything but his Chipmunk? See Cartoon***



***Don't Give Up  
Things Will Eventually Work Out***

From: Hobby Merchandiser

Years ago I was conversing with Tom Herr (Herr Engineering) who, at the time, was designing kits for Midwest Products Inc. I was fighting a build and nothing seemed to be going right. Tom responded with words I have never forgotten, and passed along many times when I was working at Al's Hobby Shop, "Not every builder will get along with every kit. It has nothing to do with the quality of the product, nor the capabilities of the modeler. There is no explanation other than it sometimes happens. "Don't give up, things will eventually work out."

That said, there is no reasonable explanation I can possibly offer, but I fought the Hawk from the minute the box was opened until preparing the model for its first flights, when I had to ask for help installing the flight battery.

Upon receiving the kit, the original plans were to do a modest weathering job to include such things as exhaust stains and adding a little personality to the pilot. However, a number of frustrations were encountered that started at the very beginning of the build when the aileron servo mounts were drilled.

For some reason the holes didn't line up with the servo grommets, even though the actual servos were used as drilling jigs. And like I said, that was just the beginning.

The worst incident came when cyanoacrylate was being dribbled into the rudder and elevator servo screw mounting holes to harden the threads. The Fuselage slipped from my grip and instinct was applied—with both hands. The resulting left-hand grasp broke the framework out of both sides of the motor box, while the right-hand squeeze emptied the better part of a bottle of CA all over the outer sides and bottom of the fuse.

Repeatedly setting the model to the side to regroup, it took a little over four weeks to complete what should have been an easy build. The pieces of motor box side frame were sheathed with a bit of 1/64<sup>th</sup> inch plywood. Little by little, the fuse was cleaned of spilled CA by using a combination of acetone and debonder.

The point is to encourage every customer who's experiencing some trouble to persevere, no matter how many snags he hits, or how slowing he feels he is progressing. The Hawk was eventually finished, and although time constraints prevented any additional detailing, the results are still nothing less than an extremely good looking model. Everyone who has seen it comments both on the way the airplane looks and the way it flies. The P-6E is a well engineered model aircraft and there is absolutely nothing to fault with the kit.

As previously mentioned, I cannot possibly offer a logical explanation as to why building this particular airplane was filled with so many frustrations, but it happens at one time or another to all of us—amateurs, professional modelers and journalists alike, no matter how skilled we may think we are.



A blue and yellow model airplane is shown in flight, banking to the right. The aircraft features a yellow nose cone, a yellow lightning bolt graphic on the fuselage, and a red star. The registration number "LY-A00" is visible on the tail. The background consists of a green landscape with a river and a road.

*Jayhawk Model Masters  
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