



JAYHAWK Model Masters Newsletter



www.jayhawkmodelmasters.com

FEBRUARY 2009

A.M.A. #2013

Feb. 21 Meeting

JHMM Club House
305 West 23rd
Lawrence

8:00 AM – Breakfast

9:00 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 |

Schedule of Events:

Feb. 21, JHMM Club Meeting

Feb. 24, Model Talk @ Rauckmans

Thurs. Eve.'s, JHMM Building Night

Mar. 12, Franklin County Flyers Meeting

April 25, KCRC Spring Pylon Race

May 2-3, Jayhawk Open

June 6-7, Heart of America Float Fly

June 27, Jayhawk Float Fly

Newsrap

Hey, I just got back from Reno last night, so, I am way out of touch as to what is going on around here. I did make it out to the field a couple of times this past month, at least when the temperature was above 50 degrees. By the way, I wonder how some of those building projects are still going on this winter. The last time I talked to Patrick, about 10 days back, he said, his project was at a crawl.

It seems to me that we have had a pretty mild winter so far, we have even seen a few days now and then in the 70's.

Here is the “phantom of the field” Harris Tate on Club Day. It was one “un-bare-ably” cold day as you can tell. I think it was 15 and 10.



In contrast, here is Alex Lopez, about a week later, and the temperature is about 50 and 5.



Now here is one of those really nice days and John Dalton is flying the Hanger 9 Fokker D-7.



Model Talk Meetings

Unfortunately, I was unable to attend the model Talk meeting at George Jones’s this past January, but I do appreciate their hospitality and ability to host the meeting on a short notice. I do have some pictures of the Nov. Model Talk meeting at Supancic’s that I forgot to put in the Dec. Newsletter. So I will put them here. Here are some of the guys watching videos in Tom’s living room.



Here is a photo of Tom's giant Gee Bee on floats that we viewed at the Nov. Model Talk.



The Model Talk Meeting this month will be on Tuesday, Feb. 24 at the Rauckman's, 1144 N 1100 RD. From 31st and Iowa, go 2 miles south on 59 highway to 1100 Rd. Turn right, and go 1.6 miles west to dead end top of the hill. Last house on the right.

January Swap Meet

Well, we made it again to the KCRC Swap meet. This year we registered for 6 swap meet tables, however, Tom and I were short on space so we rented 2 more tables after we arrived for a total of 8. It was a lot of fun with all the unusual experiences that we always have.

Darrel Cordle was finally able to sell the Midwest T-6 that he has been dragging to the last 3 swap meets. But not to be outdone, I also unloaded the VQ brand A-26 Invader that I have been dragging around for at least that long. I sold lots of \$1 and \$3 items as usual. We took the large trailer again and it was completely full. Bill Elkins had multiple airplanes from the CW Holt collection, and I think he sold most of them

Here is our set up with 2 tables featuring overhead racks in the background. These were made by Tom Supancic. Here is Steve Pollard watching over my stuff in the foreground.



And here is Fred Heineke displaying his Midget Mustang which he eventually took back home and since has been flying.



Take notice, Tom Supancic is trying to find a "sucker" for his old modified Byron "Pipe Dream"



Jan 10 Club Meeting

We had about 30 members at the Jan. club meeting, including Don Sherman, who I haven't seen for a while. The breakfast was great as usual and so was the meeting. We missed the rest of you.

Phil gave his official "year-end" treasurer's report, and Jerry gave the regular monthly report. The year-end report indicated that we had a total income of \$14,424.57 and total expenditures of \$12,564.44 for 2008. My, what a fine year that was. Our current net worth now sits at \$6081.16. A special thank-you goes out to Phil for cooking the books for the last 2 years. We also want to thank all the other officers who completed their terms at the end of the year.

Kent Kummer gave his first Safety Report as the new Safety Officer. He wants no candidates for the "Dumb Thumbs" award this year, so let's see if we can accommodate him regarding this request. He reminded us to check the AMA website for safety advice but especially guard against reaching over the prop. Finally for you "Sparky's", be alert to always turn on your TX first before battery hookup, and turn it off last after flight.

Steve Pollard announced that he was continuing to work on a design for a field information box. It was furthermore announced that we still need a "Leader" for the March 17 St Patrick's Day float, otherwise, we may not have one.

As our new Vice President, Larry Davidson had been giving a lot of thought for a formal "Orientation" program for new pilots and new members as well. This would also include a 3 module training program for flight Instructors to use. This might also include a ground school. I believe that both Harris Tate and Joe Gadzia agreed to assist Larry in developing this program. All instructors are also asked to give their input.

Don Boucher stepped up to help us review the AMA Insurance policy based on the AMA magazine review. Patrick announced his desire to see us have some guest speakers throughout the new year. Perhaps some might be from our own members. For instance, did you know that Jim Henry was on the flight crew of an A-26 Invader? Perhaps he could teach us a thing or two?

Joe Gadzia was the only Show & Tell last month with his new Coco Lama V-3 helicopter. It weighs in at 8 oz's and is powered by 2 motors and an 800 mah battery. The Gal-O-Fuel was won by George Jones and the 60" Nitro Planes raffle prize was won by John Bowman. And finally, the year-end, \$100 funny-money winner for Model of the Year was George Jones. Congratulations to all you winners. George Jones was going for a Tri-Fecta, right up until John Bowman's name was pulled.



Here is Joe Gadzia showing the Coco Lama Helicopter:



Membership Renewal

If you haven't already renewed your club membership for the year 2009, this week would be a good time to do just that. So, don't forget to bring money with you to the meeting. For those who can't be there, we will miss you, and we trust you will send in your new application as soon as possible. I think this will be another exciting year, and we want you to enjoy it with us.

Lost & Found

Jerry Foree as misplaced his book titled "Wildcats to Tomcats: The Tailhook Navy". So, if you are in possession of this book, please notify Jerry so that he can now record who he loaned it to.

Pardo's Push

*By Tech Sgt Steve Smith
Randolph AFB, Texas*

Their 1967 rescue from Laos was not much different from any other, but the "push" that saved their lives made aviation history. Capts. Bob Pardo and Earl Aman and their back-seaters were assigned to the 433rd Tactical Fighter Squadron at Ubon Royal Thai Air Force Base, Thailand.

They'd flown mission after mission in their F-4 Phantoms but with no luck. Their elusive target, the only steel production complex in North Vietnam -- just north of Hanoi -- had been protected by low clouds for nine day. "This is the day," they thought as March 10 brought clear skies. A strike force of F-4s would attempt again to take out the site.

Joining Pardo was his back-seater, 1st Lt. Steve Wayne. Aman was teamed up with 1st Lt. Robert Houghton. Their job: protect the F-105s and other F-4s in the strike force against any threatening North Vietnamese MiGs. They also carried bombs for the steel mill's destruction.

As the strike force neared the target, Aman was in trouble even before he began his bomb run. Heavy fire from anti-aircraft batteries found their mark. "He would have been justified to jettison his bombs and head for home," Pardo said. "Going ahead with the run showed a hell of a lot of fortitude and determination."

As both pilots pulled away from the steel mill, Pardo saw several warning lights flashing in his cockpit, but the Phantom was still responding normally. Aman wasn't as lucky. The barrage of anti-aircraft fire had found his fuel tanks, draining 5,000 pounds of precious fuel. "It was a sure bet we'd have to bail out over Hostile territory.

In normal air operations, a crippled aircraft would be escorted by its "sister bird," and the bail-out point radioed to rescue forces. That wasn't good enough for Pardo. He was about to make history. "We first tried to put the nose of our aircraft in his drag chute compartment," he said. "But there was too much jet wash coming off Aman's plane." Pardo then tried putting the top of his fuselage against the belly of the crippled F-4. Again, too much jet wash.

"Aman, drop your tailhook!" Pardo shouted desperately. "What?" Aman replied. "Your tailhook. Drop it! I'm going to try to push you along." What Pardo was suggesting had never been done. The tailhook lowered and locked into place, and swaying in the slipstream.

Pardo pulled in behind and below Aman's crippled F-4 and slowly came forward, Flying at 250 knots, the tailhook kissed the front of the windshield. With barely a minute of fuel remaining, Pardo radioed Aman to shut down his engines. Pardo inched into position and made contact. They were now flying as two aircraft flying on one pair of engines.

Slowly pushing his throttles forward, Pardo was able to keep the tailhook lodged for a few seconds at a time, but that tripled their glide range, decreasing their sink rate to 1,000 feet per minute. Once he saw it could work, Pardo kept fighting the wind, the sink rate and the swaying tailhook. "I can't remember how many times the tailhook slipped off the windshield, and I had to fight to get it back in place," Pardo said.

Suddenly, Pardo's F-4 showed a fire warning light in the left engine, so Pardo shut it down. " With only one engine to push two aircraft, the sink rate increased to 2,000 feet per minute. Pardo hit the left engine start switch. It restarted and he resumed his push, hoping everything would be okay. Less than a minute later, however, the fire warning light returned. Pardo shut down the engine again -- this time for good.

Luck was still with the two aircrews. They had reached Laos, having crossed the Black River. Pardo and Wayne realized it was time to get Aman and Houghton out of their crippled aircraft. Their F-4 was running low on fuel, and they were only 6,000 feet above ground.

Rescue helicopters and A-1 Skyraider ground support aircraft were dispatched to where the crew was expected to bail out. Pardo pulled back and advised Aman and Houghton to eject. He watched their parachute canopies open beneath him.

Two minutes later, Pardo and Wayne realized their fuel was gone, and they'd have to bail out. By now, Aman had landed on the back side of a cliff and Houghton, was floating directly toward a Laotian village. "They were yelling and pointing up at me as I dropped," he said. "I floated right into a tree and I stopped, barely inches from the ground.

"As I unsnapped my harness and laid down, he said, I heard the sound of gunshots from approaching villagers. "It's amazing how fast you can move when someone's shooting at you," Houghton said. "I headed out of there as fast as possible. I've never been so scared in my life!"

Houghton remembers the unmistakable roar of Skyraiders swooping low over the mountains. "Rescue choppers were close behind. When the villagers headed for cover, the choppers found me and lowered a line," Houghton said. Meanwhile, Wayne and Pardo were facing the same dangers from villagers, but rescue helicopters reached them first. Within hours, all four had returned to their home base at Ubon, not knowing they wouldn't see each other again for nearly 30 years.

Although "Pardo's Push" -- as the feat is now called--became another eye-popping chapter in aviation history, it took former U.S. Senator John Tower of Texas to get Pardo and Wayne the recognition they deserved. More than two decades after their heroic feat of airmanship, both received the Silver Star.

"When we got back to Ubon, they didn't know whether to court-martial me or pin a medal on my chest," Pardo said. "Some people felt I should have let Earl and Bob eject and take their chances, so I could land my aircraft safely." The quartet was reunited at Randolph Air Force Base in San Antonio, Texas, last March.

Your Editor at Work



Dalton's Fokker Final



2009 MEMBERSHIP APPLICATION
JAYHAWK MODEL MASTERS
A.M.A. CLUB #2013

NOTE: YOU MUST BELONG TO THE ACADEMY OF MODEL AERONAUTICS [AMA] BEFORE JOINING THE CLUB AND YOU MUST HAVE LIABILITY INSURANCE IN ORDER TO FLY AT THE CLINTON LAKE R/C FIELD.

FULL NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

HOME PHONE _____ CELL PHONE _____

AMA# _____ RADIO CHANNELS ___/___/___/___/___/___/___

BIRTHDAY _____ WIFE'S NAME _____

E-MAIL _____

I AGREE TO ABIDE BY ALL CLUB RULES AND THE DECISIONS OF CLUB OFFICERS

SIGNED: _____ DATE _____

ANNUAL DUES: \$50.00 [ADULT], \$17.50 [18 AND UNDER],
\$62.50 [FAMILY with youth under 18 years].

Dues Prorated Quarterly - FOR NEW MEMBERS ONLY.

A key to the flying field requires a \$3.00 deposit.

MAIL DUES TO: **JAYHAWK MODEL MASTERS**
 C/O JERRY FOREE
 724 NORTH STREET
 LAWRENCE, KS 66044

RELEASE AND WAIVER OF LIABILITY AGREEMENT

In consideration of my/or my children, guests, or other persons participation in club or field activity, I hereby, for myself, my heirs, my executors and/or administrators, waive any and all rights and claims for damages I may have against the JAYHAWK MODEL MASTERS R/C CLUB, INC., and any individuals elected or appointed to act as representatives of the JAYHAWK MODEL MASTERS R/C CLUB, INC., the U.S. Army Corp. of Engineers, the City of Lawrence, or their representatives. Also, none of the above are responsible for the loss of personal items nor any other form of aggravation in connection with club or field activities. I recognize that there may be potential hazards in this activity.

In filling out this form, I acknowledge I have read and fully understand my own liability and do accept the restrictions.

FULL NAME [Please print] _____

SIGNATURE _____

SIGNATURE OF PARENT/GUARDIAN[if under 18] _____

The P-Factor

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

I want to start off this month with a couple of downers. Ok well, I really don't want to do that but I am going to. I have had a couple of big disappointments since I last wrote. The first disappointment was that nobody in our club would volunteer to head up the float building for the St. Patrick's Day parade. Hank shared a couple of ideas that he and Mike W. had kicked around. Really, with either idea and the fact that we still have Flivver sitting around collecting dust there would have been very little work. The parade has proven to be a great way for our club to get some exposure and it is a lot of fun. I know Hank has done a fantastic job the past couple of years and would be a tough act to follow, but doesn't anybody in the club at least have the courage to at least try? There are still 3 or 4 weekends left to build the float, please think about stepping up and helping the club out.

The other major disappointment I had this month, was the fact that RC Report Magazine printed what is apparently its final issue. Those of you who do not know about this magazine have really missed out on a terrific publication that was committed to giving honest reviews, informative columns and humorous stories in a manner that was more like talking to your buddies at the flying field. The good news is that due to an overwhelming outcry from the readers, one of the editors and most of the columnists are trying to put together an online version of the magazine. The details are still being worked out but I think eventually it will be something you have to subscribe to in order to get the full columns and all the great info offered.

Larry Davidson and I have been hard at work developing the letter and mailing list to send out prize requests for our events this year. There is no question that with the current economy we will be hurting for donations. When I was going through the mailing list, it was surprising the number of companies that are no longer in business, or are for sale, or have been gobbled up by the larger conglomerates like Great Planes, Hobbico and Horizon. It seems to me that the media by reporting the news on the economy is creating the problem as more and more people tighten their belts and spend less. This is surely having a huge effect on the hobby industry.

A few months ago my wife and I took David (my 4 year old) to a children's program at Washburn University. The performer was a guy named Jim Cosgrove (aka Mr. Stinky Feet) and he sings a lot of children's songs. After the show he had some CDs for sale and I let David pick one out. The lyrics of one of the songs really hit home for me and I think if everyone would follow them, we would all be a lot better off:

I met an old man on the way to school. He was playing in a pile of hay. I said excuse me sir whatcha doin' there? and this is what he had to say:

You've got to laugh a little, Dance a little, Pray a little every day. If you forget to play a little, You'll dry up and blow away.

In these tough times, don't forget to stop and have some fun. It makes life a whole lot better.

Don't let the cold weather keep you from enjoying this wonderful hobby! Get out and fly, come to a model talk or building night and have some fun!

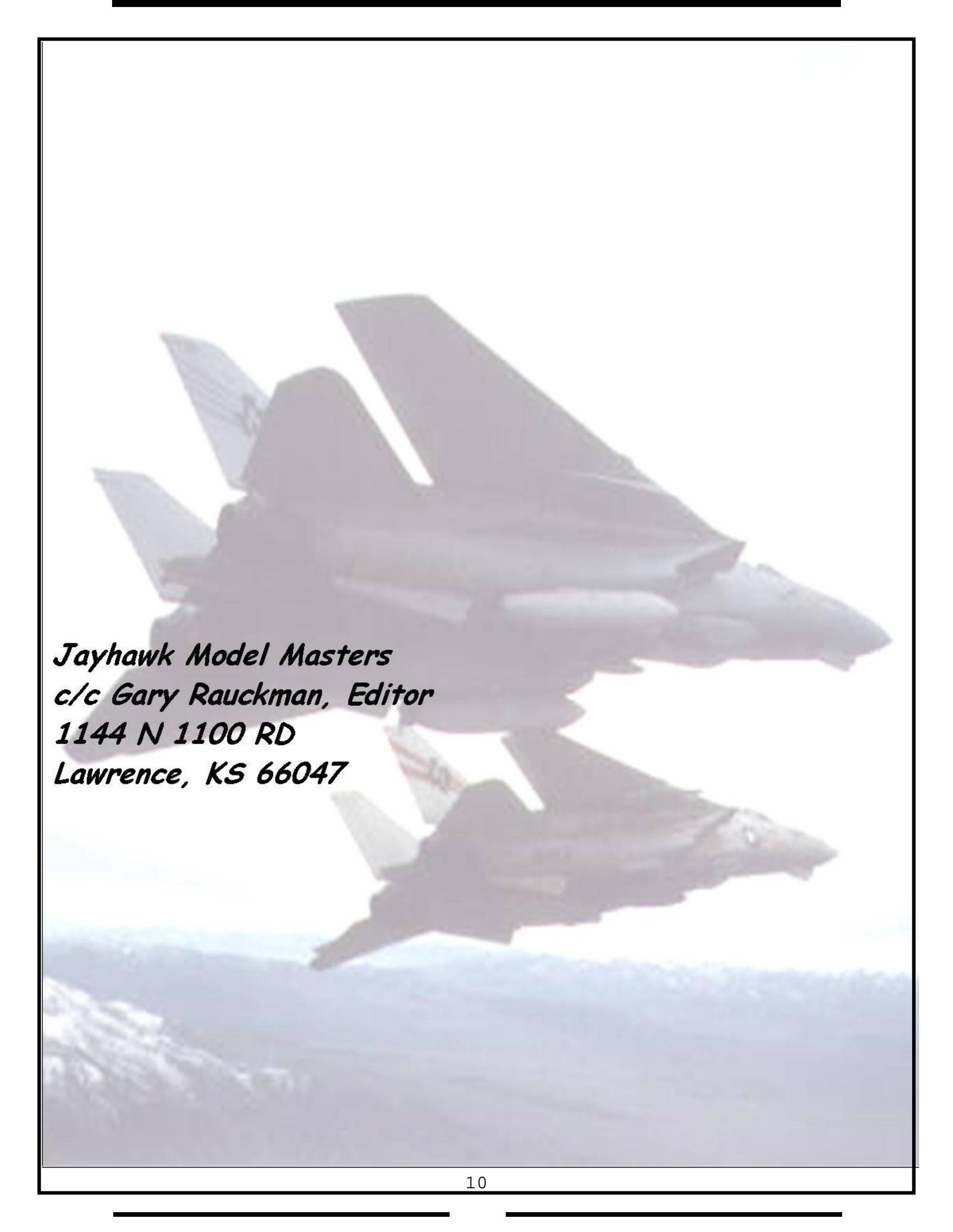
Our 1st ever build a plane contest is right around the corner. Now, as corny as it may be and with apologies to a man called Mr. Stinky Feet, I have to say:

You have to glue a little, sand a little, cover a little every day, If you forget to build a little, you'll dry up and blow away (and not get to win the contest)

I hope to see you all at the club meeting on Sat Feb 21st, at the field afterwards for some flying and again at Model talk on the 24th.

Gentle winds and soft landings,

~Patrick

The background of the page is a photograph of two model F-15 fighter jets in flight. The jets are flying over a range of mountains, with the sky above being a pale, clear blue. The jets are positioned diagonally across the frame, with one in the upper right and another in the lower right. The text is overlaid on the left side of the image.

***Jayhawk Model Masters
c/c Gary Rauckman, Editor
1144 N 1100 RD
Lawrence, KS 66047***