



Jayhawk Model Masters | AMA Club #2013 | January 2021

jayhawkmodelmasters.com

Club Meeting, January 16!

Club members, watch your email for

ZOOM meeting details!

Meet the new year's officers!

Schedule of Events:

February 20th, Club Meeting

Informal Swap Meet

April 17, after club meeting

(date tentative, depending on COVID restrictions)

- Sell your wares out at the field!

- Raffle prizes!

- Format TBA

(maybe door prizes)

2021 Flying Events

May 8 - Jayhawk Open

May 29 - Jayhawk Electric

June 26 - Jayhawk Float Fly

Sept. 25 - Jayhawk Big Bird

2021 Club Officers

President Patrick Deuser 785-766-2604

Vice Pres. Scott Stordahl

Sec./Treas. Jim Morris

Field Safety Glenn Minor

Board 3yr Mike Randel

Board 2yr Gary Webber

Board 1yr Mike Weinsaft

Newsletter Committee: Dave Alexander
(Ed. In Chief), Scott Stordahl, and Glenn
Minor

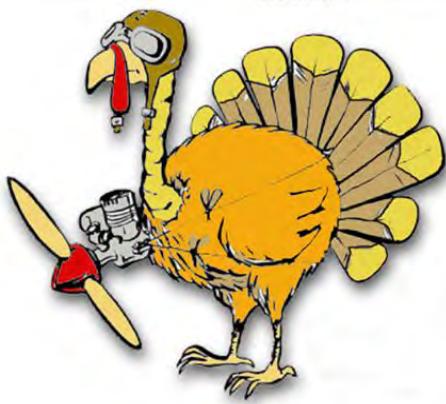
It is a New Year (finally), so don't forget to renew your JMM Membership

Webmaster and former treasurer Gary Webber set up our online membership form and online dues payment system, to make it as easy as possible to renew. Just go to our web page, Jayhawkmodelmasters.com, click on "Membership" on the menu on the left side of the page, and follow the instructions. If you prefer to use the "classic" renewal method, you can download a copy of the membership application form from the same "Membership" page on our web site, and mail your application and a check for \$65 to treasurer Jim Morris at the address on the form.

Don't forget, we depend mostly on membership dues for our ongoing expenses like field maintenance, gas, oil, and mower maintenance, insurance, AMA fees, restroom cleaning, etc., so please renew if you haven't already!

Help Wanted:

If you have an article for the newsletter, or even just an idea for an article, please let us know! This is your club, and the newsletter should cover what YOU are interested in.



December 2020 Zoom Meeting Report

by Dave Alexander

After socializing on Zoom from 8:00 a.m., the business meeting began a little after 9:00. The first item was election of officers. Patrick opened the floor for further nominations. Hearing none, Bill Elkins called the question and Gary Webber seconded. The nominated slate of officers was elected by a unanimous show of hands. The 2021 officers are:

President: Patrick Deuser

Vice president: Scott Stordahl

Secretary/treasurer: Jim Morris

Safety Officer: Glen Minor

2-year board member (finishing Glen's term):

Gary Webber

3-year board member: Mike Randel

(Rounding out the Board or directors, serving the last year of his three-year term, is Mike Weinsaft.)

Dave Alexander gave the financial report. At the beginning of December, we had \$4,749.28 in the bank. With \$387.00 cash on hand, we have a total net worth of \$5,149.30.

Webmaster Gary Webber reported that Rob Dewhurst has some new webcams to try out, but they haven't been able to connect to compare them yet. Also, the password problem with the webcam has been resolved.

Gary also reported that the mower is at Chubbie's Welding to have a broken wheel bracket repaired (welded), along with some other repairs. Gary also described the maintenance intervals from the mower and the engine shop manual, and concluded that as long as we are changing the oil and keeping the blades sharpened, the full annual maintenance at Bishops is overkill to have done every year. So he recommended skipping this year's trip to Bishops, which the board agreed with. Gary turned over the Mowing Crew Chief responsibilities to Ed Everett for 2012.

Servicing of the porta-potties was discussed at the board meeting, and Dave Alexander learned that A-1 Was able to fit us into their schedule shortly after the meeting.

George Jones asked Gary Webber about the possibility of having our web site require a password, or if there could be a password protected page on the site. Gary described the added cost and the extra steps involved with setting it up and running it that way, and the consensus was that given the lack of sensitive information on our site, it is not worth the trouble.



Show and Tell

No members showed new models this month, but Dave Alexander described an "interesting" visit to our field by an older gent who would only give his first name (Danny). This fellow described a bunch of models he had built and "tried" to fly. He had one in his car built out of leftover parts from some wrecks. It had a short, stubby wing (top wing from a biplane) not much bigger than a park

flyer, an electric motor from a 4-Star 40, tundra tires, and an open skeleton fuselage that felt like it was made of pine. The "Frankenstein 4" scrawled on the wing suggests this was not his first attempt to rebuild something, and it was very heavy (estimated 6 or 7 pounds).



He asked Dave if Dave could give it a test flight, and after checking out the controls and seeing that no one else was at the field, the attempt was made. At high throttle it had no problem flying straight up but it had serious problems flying under control. With the throttle off, it was marginally controllable

and made it to the ground in one piece. Dave discussed trying a trainer with an instructor, but the fellow did not seem interested in help.

Other Business

The board had briefly discussed the idea of flying on New Year's Eve or New Year's Day, and it got more discussion at the club meeting. Patrick talked about New Year's Eve night flying in the past, and pointed out that with power, we could have lighted runways with Christmas lights. He issued an open invitation for flying both on New Year's Eve and New Year's Day. A report on these events appears later in this newsletter.

A member (Mike Weinsaft?) pointed out that long-time member Nate Ericson was 2 or 3 weeks away from celebrating his 97th birthday, so the members decided we should send him a card. (Dave Alexander sent him the card on behalf of the club a week or so after the meeting).

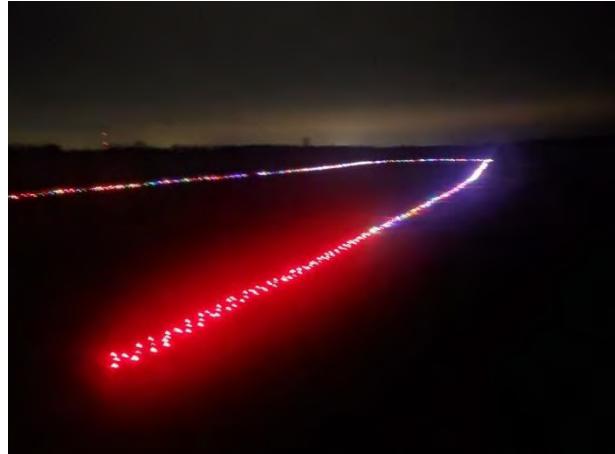
There was a brief discussion of the club's banking, since we need to change the treasurer on our account. Our account is presently with Capitol Federal, and no one at the meeting is sure why. Although we have a free checking account, their process for changing officers is complicated and time-consuming, and we don't have online banking because they charge a hefty fee for the privilege (because it is an organization rather than a personal account). If anyone is interested in researching banks, we are open to consider moving the bank account if we can get a better deal.

Ringing in the New Year Right!

By Patrick Deuser

Traditionally the Capital City club or the Franklin County Fliers would hold a New Year's Day Freeze fly where Flyers would bring a favorite dish to share and airplanes for flying. This year the pandemic foiled those events. I got an email from Greg Inkman from the Foundation for Aeronautical Education early in the week saying they would be taxiing their aircraft at their field in Topeka on New Years Eve. He was inviting anyone that wanted to come participate in a Covid-safe way. I asked him why only taxiing and he explained that their field is in the Billard Airport airspace and they have a Letter of Agreement with the Billard Tower that prohibits night flying. At nearly the last minute I volunteered our field as we have no such restrictions that I am aware of.

Greg Inkman helped me outline the runway with Christmas lights Thursday afternoon. It only took about 45 minutes and we had enough lights to do one end and about 2/3 of both sides of the east west runway. I wasn't sure how well it would work but I wanted to have an outline of where we could land. (At that time I was still delusional and thought I would have lights on my Neptune). Around 11 pm New Year's Eve I showed up to unlock the gate. There was a guy named Rich from the FAE club in Topeka waiting for me to arrive. Greg Inkman showed up about 20 minutes later. I went over and plugged in the "runway lights". It was awesome!



"Runway lights" at the field

Rich was the first person to fly. I think he had a Timber or something similar but it only had the stock navigation lights. I would recommend against trying to fly with just the navigation lights. It might be a little easier if you were actually flying the plane to tell what the airplane was doing. I sure couldn't tell and apparently the pilot couldn't either as he ended up sticking it in the top of one of the trees at the southwest edge of the field almost to where the lower dam road curves. None of us realized how far out the plane was (very hard to tell depth perception at night with a limited number of lights to look at). Greg and I made the trek out to retrieve the plane. Greg was able to shake the tree enough to get the airplane to fall out of the tree and he caught the airplane while falling backward, saving the airplane. The only damage appeared to be a broken prop and part of the leading edge slat on one wing was missing.

Greg then flew one of his planes without issues before deciding to warm up a bit in the car. At 11:59 he took off with his other airplane and brought the new year in right. This airplane was another foamie but it had a ton of led lights on it. It had red and green

for the wingtips as well as some white along the bottom. He also had a lot of led lights on the fuselage and wings that flashed and changed colors. To me it was too much blinky blinky and was a little disorienting, but Greg flew it like a pro and landed without incident. I think he flew again before we decided we were a little on the cold side and decided to pack it up before the snow came in. I think we were all headed home by 1AM.



Greg Inkman with one of his night flyers

New Year's Day

I went home and finished up my Neptune and put skis on the Senior Falcon so I could fly on New Year's Day. Greg called me around 10:30 in the morning wanting to know if I wanted to cancel because of the weather. At that point I was just finishing loading the truck so I reminded Greg that his email said we would be flying no matter what. We agreed to be at the field to open it up around noon.

It was still snowing pretty good and took me almost an hour to get from Topeka to the field. When I got there the snow couldn't really decide whether it wanted to be freezing rain or snow so I put the Senior Falcon together and sat in my truck and waited for

Greg. He got there about 12:45. We decided to pit under the shelter to give us a little protection from the snow /rain. Greg had his Super Buccaneer on skis, the little foamie from the night before and his Stearman on wheels. I flew the Senior Falcon on skis first. The nose ski wasn't tight enough and so the front of the ski flipped up against the cowl and it flew like a giant turd. The other issue I had was the skis that I bought 20 years ago from some guy in Canada off of Ebay didn't have any kind of a keel so steering in the snow was about impossible. I really wanted to fly the Neptune anyhow. In my haste to get the Neptune ready and my sleep deprived state I realized shortly after takeoff that I did not balance the plane and I had a very tail-heavy model. Full down trim and some down elevator and I was able to fly it around a bit but not comfortably. The elevator was super sensitive too. After a few UGLY landings I brought it in to see if I could make some adjustments. The good thing about flying from fresh snow is you can land really hard and not hurt your plane.



Patrick landing the tail heavy Neptune

Greg was getting the Super Buccaneer ready when Paul Morgenroth showed up with a Kadet LT 25 on floats. He said he had never flown it with the floats on it. It flew really well!



Paul Morganroth and his Kadet LT25 on floats

Greg flew the Super Buccaneer a couple of times before deciding to try the Stearman. He tried to taxi a bit but the snow was just a little too deep and the Stearman kept wanting to nose over. I was glad he decided not to fly it because I couldn't see the landing turning out good no matter how gently he could set it down. That airplane is such a beautiful model, I did not want to see it destroyed.



Greg Inkman and the Stearman

We finally packed up around 3 and headed home because the snow had stopped and the winds were coming up. All in all both days were a lot of fun and other than Rich's plane landing in the treetop on New Year's Eve, there were no crashes.

Final Thoughts

Now that we have power at the field, night flying with our LED Christmas runway lights is a blast. We should consider making the New Year's Eve thing an annual tradition. The New Year's Day freeze fly's have been hosted by Capital City RC and the Franklin County Fliers in the past. We could also host one. Perhaps we alternate with Capital City. All we would have to do is put the tarps up around the shelter to block the wind and we could host a nice little potluck. Something to think about....



Future runway light improvements?

Safety Corner



Flying in Winter Weather!

By Glenn Minor

For those of us that don't let winter temperatures cool our passion for flying, please consider the following tips to stay safe and comfortable while flying in cold weather.

Dress warmly, but check that coat sleeves, scarves and clothing in general is not too loose. Particularly, loose fitting coat sleeves or cuffs can create a serious hazard around a spinning prop. Adding to the danger, fabric caught by a prop has a tendency to pull making it difficult to break loose.



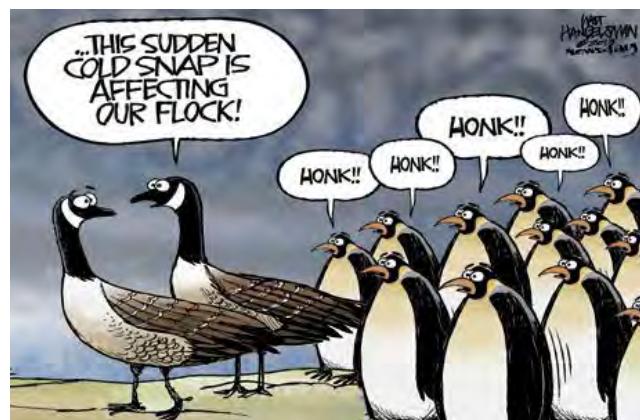
Keeping hands warm can be a challenge as traditional winter gloves may make it difficult to handle radio controls. Consider an inexpensive pair of cloth gardening gloves to use during flight. The thinner fabric is less likely to interfere with handling the

radio and at the same time provide some protection from the elements. Do bring the heavier winter gloves as well as they will likely come in handy while your aircraft is between flights.

For footwear at the field, consider boots instead of sneakers. Footwear that covers the ankle and a good pair of winter socks can make all the difference on a frosty day at the field.

If out for more than an hour or so, consider taking a break and retreating to a heated car to thaw out a bit before returning to the pit. Perhaps a hot beverage in a thermos can go a long way too for keeping the ice off our hypothetical wings.

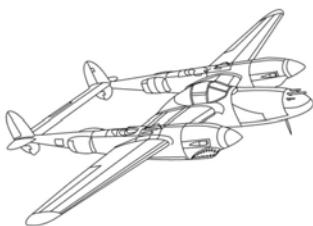
Winter weather flying can be safe and every bit as much fun as flying in warmer weather with a little extra preparation. Snug fitting clothing, particularly coat sleeves & cuffs, taking warm-up breaks and proper cold weather footwear can go a long way to having another great day at the flying field.



The P Factor

Greetings fellow Model Masters!

Welcome to the January edition of the P Factor. I hope this note finds you and your families all staying safe and healthy! Hopefully the holidays were good for all of you and by now you are well on your way building something for our build a plane contest. I was lucky enough to receive a FliteTest P-38 from my girlfriend for Christmas. I think that it will likely be my entry if I can ever get started on it. So far all I have managed to do is watch the build video online and John Overstreet sure explained everything well and made it look so easy! I am sure this project and new (to me) foam board medium will be full of challenges though.



Speaking of challenges, I would like to challenge each of you to do something this year to challenge yourselves. It's a great way to grow your enjoyment of the hobby. Several ideas for this are below:

- something simple like learning to fly one or more new maneuvers.
- flying more often
- flying on windier days than you are used to
- attending and flying at more events including at least one event hosted by another club
- flying off water
- flying off the snow
- teach someone new how to fly
- try flying a new type of plane (pattern, pylon racer, scale model, glider, helicopter, drone, electric, gas, glow, giant scale, etc.)

- invite a neighbor or friend to an event or meeting
- teach your significant other how to fly
- try not to lose all your airplanes in the divorce resulting from trying the item above.... LOL
- write an article or 2 for the newsletter [*Ed. note: YES, PLEASE!*]
- fly at night
- build a plane from scratch

These are just a few ideas. I feel like last year was taken away from us by the virus. All of our events were cancelled by fear of Covid or the weather. There was less flying at the field, and only a couple of in person club meetings.

This is a new year with a new vaccine. For me, it's full of opportunities and it's full of hope. Hope for new friends, light breezes, and more normal modeling activities. It may take us a few months to get there but I hope once it is safe, that you all will be ready with your new aircraft and that I will see you all at the field.

Until then, stay safe everyone!

Gentle winds and soft landings,

Patrick

