

The logo features a stylized red and yellow Jayhawk head on the left, with blue and red horizontal stripes extending to the right. To the right of the stripes, the text "JAYHAWK MODEL MASTERS NEWSLETTER" is written in a blue, italicized, sans-serif font.

# JAYHAWK MODEL MASTERS NEWSLETTER

Jayhawk Model Masters | AMA Club #2013 | January 2024

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

## Club Meeting January 20th

*Six-Mile Chop House, 4931 W 6th St,  
Lawrence, KS 66049*

11:00 a.m.: Lunch & socializing  
Noon: Business meeting

Club meetings—normally on the  
**3<sup>rd</sup> Saturday** of the month  
except:

- No meeting in June or  
*August*
- *September meeting a  
week early*

## 2023-24 Flying Events

*JMM events only. Note new  
dates for Rocketman Rally and  
Big Bird. Tentative, pending  
AMA sanction approval.*

May 4<sup>th</sup> – Jayhawk Open

June 1<sup>st</sup> & 2<sup>nd</sup> – Rocketman Rally

June 22<sup>nd</sup> – Jayhawk Float Fly (*at  
Clinton Lake*)

July 27<sup>th</sup> – Jayhawk Fun Fly

October 5<sup>th</sup> – Jayhawk Big Bird

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

## 2024 Club Officers

*President* Patrick Deuser  
(785) 766-2604

*Vice Pres.* Scott Stordahl

*Sec./Treas.* Glenn Minor

*Field Safety* Vernon Nelson

*Board 3yr* Mike Brown

*Board 2yr* George Jones

*Board 1yr* John LaGesse

**TIME TO RENEW CLUB  
MEMBERSHIP!!!**



## **JANUARY MEETING RAFFLE PRIZE**

**Phoenix Models Spacewalker 63" ARF**

**OR**

**Sig 4-Star 60 Kit**

**OR**

**Engine test stand**

## December Club Meeting

By Dave Alexander



On Dec. 16, Mike Randel called the meeting to order at about 12:35 p.m. at Six Mile Chop House for his last meeting as 2023 president. A total of 17 members were present in person plus one by Zoom..

Jim Morris presented the financial report. We started October with \$4,784.17 in the bank. We had income of \$130.64, from the raffle, \$825.59 from dues and \$100 from donations/swap meet. Our expenses of \$521.06 were almost all for raffle prizes. Our ending bank balance was \$5319.34. With \$2,000.00 in a certificate of deposit, and \$387.00 cash on hand, our net worth to begin December was \$7,703.34



The safety officer not being present, there was no safety report. (Nevertheless, stay safe out there!!)

Field Manager Scott Stordahl yielded his turn to Jim Morris, who reported on the solar system repair and upgrade. As reported in last month's newsletter, in reviewing their records, Cromwell discovered they still had an open ticket to upgrade the firmware of our system and install a more appropriate charger for our Battle Born lithium batteries. Since the system was back up by the time of the meeting, presumably the new firmware and charger have been re-installed.

We had 3 new members, I think all refugees from another club in the area that is less welcoming than us.

Scott Stordahl announced that he is working with other club members on a new T-shirt design for 2024.

There was some discussion about the free glider kits and assembly help for kids at our events. By Zoom, Greg Inkman answered questions about whether the activities will continue at future events. He

does expect it to happen again in the future.

The slate of officer nominations was announced and approved by acclamation. *President:* Patrick Deuser. *Vice Pres.:* Scott Stordahl. *Sec./Treas.:* Glenn Minor *Field Safety:* Vernon Nelson. *Board 3yr:* Mike Brown. *Board 2yr:* George Jones (replacing Patrick who would have normally filled this slot). *Board 1yr:* John LaGessee.

Outgoing prez Mike Randel thanked the members for stepping up and making the past year highly successful.

Everyone was reminded of the New Year's Eve Night Fly-in and the New Year's Day Freeze-Fly. Remember, pot luck lunch at the Freeze Fly, Greg Inkman is bringing chili.

We had three show-n-tells this month. (Sorry, no photos, this month's pictures have disappeared somewhere into the ether.)

Glenn brought the Sig 4\*60 ARF he picked up at a swap meet. It came with an OS Max .95, and the proximity of the glow plug to the prop led to his interest in remote glow plug connections (see part 2 of his article later in this newsletter). Yeah, I'd be nervous having my fingers that close to the spinning prop of a .95 engine, too. He also brought his starter powered by a 3S 2200 LiPo flight battery velcroed to the starter.

Paul Morgenroth brought a super light-weight indoor rubber-powered model that weighs **8 grams** (that's barely 1/4 oz!). The rules for the class require that the model must fit in a box of given dimensions, which accounts for the tandem-wing layout. He did a couple demo glides, but the room was too small for him to show powered flight.

Bill Newman brought a Hobbico Nextar that he picked up at a swap meet, and he hopes he can get some training with once the weather improves.

And Bill Newman also won the raffle and chose the "Sport" ARF. Congrats!

## New Year's Events

### **Part 1: N.Y. Eve Night Fly-In**

Unfortunately, no pictures (it was dark!). Several pilots flew after dark. Greg Inkman was flying at midnight to fly in the new year, and possibly James Davies as well. Patrick Deuser had planned to fly at midnight but on an earlier warm-up flight he managed to damage the nose gear of his E-Flite Cessna 150. The nose gear of this model is notoriously fragile, I'm pretty sure this is not the first nose gear repair for Patrick. Better luck next year!

### **Part 2: N.Y. Day Freeze-Fly**

Greg Inkman brought a crockpot of chili, and several pilots and a few spectators dragged themselves out of bed for the New Year's Day event. For January 1, the weather was great, sunny, light breeze, well above freezing.



Greg gets some buddy box training in with a new club member (Jason?) who got hooked by Greg's presentation to a home-school group last fall.

Wayne Hittle prepares to commit aviation.



Spencer Keith flew his F-14 Tomcat EDF with functional swing-wings, very cool.



Patrick giving Scott S. a hand as Scott (unsuccessfully) tried to get his engine started.



A few hours into his presidency, Patrick has some fun.

## Teaser Alert: Next Month, **Deep Dive** Into Distant Club History

Our own V.P. and historical sleuth, Scott Stordahl, has uncovered some amazing information about the club's earliest days. Just to whet your appetite, here is a little sample of the treasure that Scott has excavated:

### **March 14, 1962**

*Possibly the very first Jayhawk Model Masters election:*

President - John Dodson  
 VP - Lester Tuckel  
 Secretary - Aubrey Martin  
 Treasurer - Lary Eubanks  
 Sergeant-at-arms - Raybert Thornton Jr.

Approximately 50 persons attended the meeting. The group considered appointing a Club Photographer and purchasing a radio transmitter to control model planes and boats.

***Stay tuned next month for the complete article!!***

### **This and That**

The solar system has been deliberately shut down (again). The day after the last big snow, yours truly happened to look at the web cam and saw it was stuck on the overnight view. Due to the cloudy weather and snow on the solar panels, the battery heater drained the batteries and they went into low voltage safety shutdown. These batteries don't like to freeze, so Jim Morris went out in near-zero temps and removed them to take home and charge in warmer conditions. THANKS, JIM!

## Seen at the Field....



Nate Ericson and the Phoenix Texan II scale trainer he has donated to the club (hopefully for future raffle). Nate turns 100 THIS MONTH! Congrats, Nate!



Some random time John L. was out with his big Hurricane.



1/17/2024: The snow is fine, where is everyone? Dave A., flying Nate E.'s Icon A5. Seaplanes are great on snow!

## Remote Glow Plug Adapters

### **Part 2**

By Glenn Minor

Recapping from last month, one of the biggest fears I've personally had related to the hazards of flying glow engines was removing the glow driver from a running engine. With fingers just a few inches from the slicer n' dicer, I just don't trust myself to always be diligent and keep fingers clear of the prop now and forever.

These products make it possible to energize glow plugs from far and away from the rotating blades instead of attaching glow drivers directly to the engine where perhaps the hazard of physical harm is greatest for pilots.

*Last month, I covered the Hanger 9 remote glow plug adapter kit and discussed some pros and cons.* This month I will compare it with a similar Du-Bro system. Then I will wrap up with a cheap, simple modification that makes the fuselage-to-glow-driver connection more secure and robust, which works with both the Hanger 9 and Du-Bro systems.

### DU-BRO Remote Safety Ignitor (DUB793)



The glow driver connector on the DU-BRO Remote Safety Ignitor shown above is designed to plug your glow driver directly into the socket mounted in your

model's fuselage. The ground wire is attached to the engine via an engine mounting bolt just like the Hanger 9 model.

The DU-BRO glow plug clip shown below connects to your glow plug stem just like the Hanger 9 boot. I ran this on an OS 46 for several flights and saw no heat damage to the red shrink wrap.



DU-BRO Remote Safety Ignitor clip

### DU-BRO Remote Safety Ignitor Pros & Cons

#### Pros:

- Just like the Hanger 9 adapter, the inherent hazard related to glow driver removal from a running engine is all but eliminated when the glow driver connector is positioned far from the engine on the model's fuselage!
- The entire adapter system is easy to install and will likely last the lifetime of the plane.

Cons:

- I've only owned one of these, but the fuselage connector out of the package had an issue where the part that the glow driver twist locks onto also turned so it was difficult to lock on the glow driver.
- The DU-BRO Remote Safety Ignitor is about \$7 more expensive than the Hanger 9 at just shy of \$19 plus shipping from Horizon Hobby.

Summary

Both products dramatically reduce perhaps one of the greatest hazards of flying RC with glow power plants. For \$25 or less, it's an easy option to help reduce the potential for a serious injury at the field.

Using a remote glow plug adapter of any brand, allows pilots to focus on other common safety concerns while getting our planes ready to chase some ducks. (Ok, not really, we love ducks.)

Optional Remote Glow Adapter Modification

For about \$11 plus shipping from Amazon, you can replace the Hanger 9 or DU-BRO fuselage mounted connectors with the connectors shown below.

DC Power  
Jack  
Sockets  
+Threaded  
Female  
Panel  
Mount  
Connector  
Adapters



I chose to use these alternative connectors with both the Hangar 9 and DU-BRO remote adapters since the female fuselage plug that came with the Hangar 9 adapter was too small for mounting thru a typical fuselage wall and the DU-BRO connector would not correctly twist lock with my glow driver.

I also like being able to pull the plug directly out of the running plane instead of having to twist the glow driver to remove. Not a big deal really, but perhaps just an ease of use option.



The image above shows the glow driver and cable connected and the alternative fuselage male/female plug modification.

Making this modification takes just a few minutes and some basic soldering skills. I think I installed both adapter brands in different models in about 15-20 minutes.

If anyone has questions about anything covered in this article just ask!

Glenn

*A good epoxy forgives all pilot error..*

## The P Factor

Greetings fellow Model Masters! Happy New Year to all! I hope each of you got to spend some quality time with your families over the holidays and hopefully Santa had you on his “nice” list although I am told the “naughty” list may have its perks too.

I have to say I am somewhat humbled to be elected as your president again. I promise to give it my best effort and to always listen to ideas to improve the club.

I want to thank our outgoing officers / board members for a job well done and the new board members for stepping up to lead the club. The club appreciates all of your time and effort to make one of the best clubs in the Midwest even better.

Along those lines, please be thinking about what we can do to make the club better. Share your ideas with us. What can we do to help you build more and fly more? What can we do to encourage you to come to meetings and participate? How can we grow our membership? This is a great hobby that has something for everyone. Please share!

We can all learn from one another. One of the great places to do that is our Thursday night zoom calls. Information has been shared about setting up airplanes, radio gear, speed controls, building techniques, glow engines, balancing with vanessa rigs, and laser cutters to name a few. There are also deals that are made for various hobby supplies and of course there is always some non-hobby talk and more often than not, some light-hearted ribbing. Please join us when you can and stay as long as you like.

As mentioned above, one of the things that I learned about during Zoom was a laser cutter. Mike Brown is the first person that I have known who had one. I always thought it would be something I would like to mess with so as a Christmas present to myself I pulled the trigger. Mike has been good at answering my questions but there is really a lot of messing around and playing with the different settings in the software to figure out what works best for the material being engraved or cut. It will take a bit to learn it all.

One of the first projects that I designed and cut with the laser was a calendar holder to hold a large airplane wall calendar I got for Christmas.



The saying under the year is “Fly It Like You Stole It”. This is something some pilots say to one another similar to “break a leg” in theater. To me, that means fly it without

thinking of the time or financial investment you have in the aircraft. Do your best at flying the plane. Let it all hang out. Fly it with no regrets. That has become my mantra for the year. Live it to the best of your ability and without fear.

Fly It Like you Stole It!!

Gentle winds and soft landings,

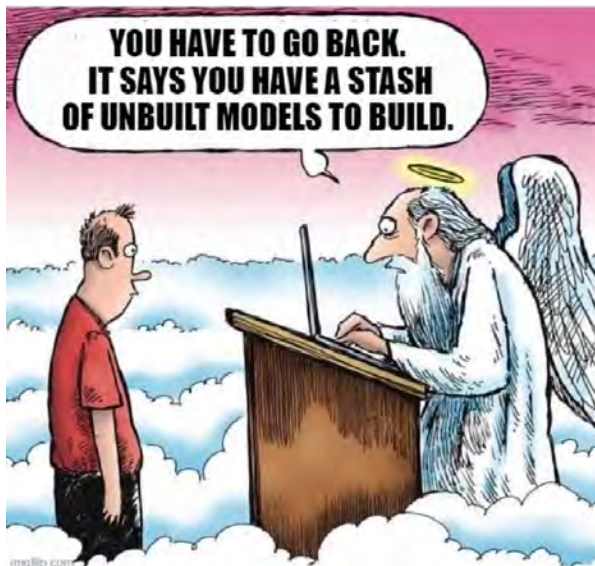
Patrick



Not sure whether this depicts Mike R, Scott, or Jim?



Scale modelers



Social Distancing since age 9  
NUMBAONE TOBY 2020



# 2024 JMM BUILD CONTEST

## WHEN

May 4<sup>th</sup>, 2023  
Jayhawk Open

## WHERE

Clinton International  
Model Airport

1205 East 1000 Road, Lawrence, KS 66047

## PRIZE

Sig Hog-Bipe Kit



**OPEN TO  
EVERYONE**

## RULES

+ Build any aircraft you like from kit, plans, personal design or even ARF.

+ Start a new project or complete one already under construction, just finish and show off at the 2024 Jayhawk Open.

+ Contest aircraft are required to fly at or before the event.

## JUDGING

All registered pilots at the event will vote on their favorite model.