



**AMA Club # 2013
Year 2019**

Gary Rauckman, Editor

www.jayhawkmodelmasters.com

Jayhawk Model Masters

Feb. 16 Club Meeting

**Smith Center @ Brandon Woods
Lawrence, KS**

*8:00 AM – Breakfast
9:00 AM – Business Meeting*

Schedule of Events:

Jan. 19, Club Meeting Cancelled

Feb. 16, Club Meeting

May 11, Jayhawk Open

2019 Officers

President	Dave Alexander	393-7857
Vice Pres.	Patrick Deuser	766-2604
Treas.	Gary Webber	312-4840
Fld Safety	Darrel Cordle	766-8001
Board 3yr	Mike Weinsaft	843-3052
Board 2yr	John LaGesse	760-2543
Board 1yr	Wayne Donavan	609-6748
Editor, yrs	Gary Rauckman	423-2700

News-wrap

This seems like the longest winter in recent history to me, but am I getting anything done. A resounding no would be the correct answer. I'm wondering to myself, did any of you guys equip an airplane with skis; this might have been the year. As I remember, Bill Elkins or Patrick used to take advantage of the snow and ice this way.

I've spent most of this last year and winter liquidating my 50-year O Gauge train collection. It was comprised of 150 engines, 35 passenger sets, and numerous freight cars, and accessories. I do plan to keep several of my favorite steam & diesel engines however.

KCRC Swap Meet

The swap meet is now a thing of the past, and I am trying to evaluate whether I ever want to do the table thing again. We had 5 tables again this year, and Bill Elkins by far moved the most product. But you need to keep in mind that he is aggressively reducing his inventory, especially anything that burns fossil fuel. AOC would be proud.

Kyle Walker, George Jones, Phil Abbadessa also had tables, but didn't sell much compared to Bill. His prices were crazy low, so you should have been there to take advantage. It seems that swap meet buyers are really just bargain hunters. I guess what I am saying, go there to buy and not to sell. Wait till next year.

I have finally decided to rebuild my Reaction 54/Yak 108, at least with the help of master RC builder Bill Miller. I should change the covering, but that requires a lot more work on my part, so probably not. Besides spectators think it's some kind of Russian Mig model. I'm also thinking of maybe retiring full time to the model shop by the end 2019. We'll See.

Again, I know nothing about what you guys are up to. I wonder, does Jim Morris have any plans to build that Top Flite T-34, or is he going to wait until retirement? I guess I mentioned last month that Top Flite kits are apparently bringing crazy high prices on ebay, but, maybe they are not selling. Anyway, keep your eyes open.

AMA Air Episode 66, Feb 1, 2019

I don't know how many of you watch the AMA online Air Episodes and other stuff. I thought it was interesting that they had a video on making paper airplanes.

John Collins, also known as The Paper Airplane Guy and holder of the world record for distance at 263 feet is one feature. The Feb. Episode shows him making the record throw indoors. But even more interesting, he shows you, on the video, how to fold an 8.5 x 11 piece of paper into the same shape as his record holder. I tried it, and it was amazing. Now, you can too.



I mentioned last August that I was surprised and amazed by the Oshkosh airshow featuring the Yak 110. The 2 Yak 55's that were joined together with a jet engine between them. The Feb. issue of Sport Aviation, an EAA magazine, has an 8-page special on this aircraft. I think you would enjoy it, so, I will try to remember to bring my copy to the meeting this Saturday.



Sergei Yakovlev, working on the Yak-55 design back in 1980, probably never imagined anything like this.

Model of the Year 5 Entry's

Feb. Jim Denny 168" Albatros



April: Suman, Micro-Film Comp. Rubber



June: Dave Harness DR-1

No Photo

March: Bob Charlesworth, Sig Tiger 2



Sept: Ed Everett, Gee Bee



Jan. No Show & Tell
May, No Meeting
July: No Show & Tell
Aug.: No Meeting
Oct., At the field
Nov., No Show & Tell
Dec., No Show & Tell

George Jones Grumman Widgeon



This is the Grumman G-44 Model Widgeon from Value Hobby that JMM had for the raffle prize at the float fly last year. I have only seen one of the 1 to 1 scale; that was when I worked for Lincoln Aviation at Lincoln, NE, back in the fifties. One stopped at our place of business to fuel up. I have always liked the looks of the airplane.

Gary Webber won the raffle prize at the float fly and after some deliberation I ended up trading a Phoenix Edge 540 for it, and after 2 months of work I finally finished it. This was the hardest ARF KIT I have ever put together. It had all kinds of problems that you should not have with an ARF.

The fuselage and vertical stab are fiberglass and the horizontal stab mount was way off. The 2 center bulkheads were very thin weak plywood and I ended up breaking one just trying to put things together, so I cut new ones out of heavier plywood and epoxied them in place.

The elevator and rudder pushrods were very hard to operate due to a sharp curve at the tail. I polished and waxed the push-rods and this helped a lot. There were holes that were drilled in the wrong place for screws to go into the blind nuts. Blind nuts that were either the wrong thread, were rusty, or mounted in the wrong places. The ones that were for the outer braces on the Sponsons were mounted between the wrong wing ribs and the only way I could have changed them was to cut the wings open, so I elected to leave the outer braces off. The engine Nacelle mounting lips were also too narrow to mount properly.

These were the worst problems; there were others but not as bad. I certainly would not recommend this ARF to someone that does not have some building experience. If all of Value Hobby ARFs are like this one I wouldn't recommend any of them. After all of the problems, it is still a good-looking airplane and I am looking forward to the Maiden flight.

Submitted by George W. Jones



Remember this One, Just add Wings

