



**AMA Club # 2013  
Year 2020**

**February Newsletter**

**Feb. 15 Club Meeting**

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

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

**Schedule of Events:**

**Feb. 15 Club Meeting**

May 9, Jayhawk Open

May 30, Jayhawk Electric

June 27, Jayhawk Float Fly

Sept. 26, Jayhawk Big Bird

*Gary Rauckman, Editor*

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

**Jayhawk Model Masters**

**2020 Officers**

President	Patrick Deuser	766-2604
Vice Pres.	Scott Stordahl	816-215-2880
Treas.	Dave Alexander	393-7857
Fld Safety	Darrel Cordle	766-8001
Board 3yr	Glen Minor	331-7863
Board 2yr	Mike Weinsaft	843-3052
Board 1 yr	John LaGesse	760-2543
Editor, yrs	Gary Rauckman	423-2700

**News-wrap**

I only made it to the flying field once this month, and only to see what was up. I found Mo and Michael Winesaft there. Mo had a foamy EDF and I forgot what else. Mike was flying his old reliable electric foam pusher aircraft.

Russ Tuckel was reading the Jan. Newsletter (*nice to know he doesn't use it for fish-wrap like the rest of you do*), and he noticed a member of the 1962 Model Masters was none other than his uncle Lester Tuckel. He wasn't aware of his interest in model airplanes. Russ, you might know is a full- scale pilot and once owned a Super Cub on floats.

Ok, I'm keeping score now, most of you have not revealed to me any of your winter projects. I mentioned last month that Scott Stordahl was about to start building a Balsa USA NorthStar. We also noticed the restoration project that George Jones had under-taken with the giant scale PT-19 that he acquired from Bill Elkins. We saw that at the Jan. 21 Model Talk Meeting; I trust you were there.

### ***Jan. 21 Model Talk at George Jones***

Wow, Julia Jones graced us with that incredible cabbage stew, and some chili for you real hungry guys. Pumpkin and Pecan pie to top it off. I forgot to count how many were there, but it was a good crowd and a great time of comradery. George has a full basement of aircraft plus a fully equipped work ship. It quite something to take in, if you know what I mean. Thanks George and Julia for being great hosts. Photos below:



It would be good if someone could host a Model Talk meeting for both Feb. and March. The interest appears to be there. Maybe I can be ready by March?

### ***KCRC Swap Meet***

Bill Elkins, Kyle and myself had tables again this year. Bill was selling mystery boxes or grab-bags if you will. The price was really reasonable, but they were slow to sell, then suddenly gone. Kyle was selling a new in box Thunder Tiger Pro 46 for \$60, but a guy was trying to offer \$35 after Kyle came down to \$40. So, I had to step in and rescue him for \$40. Kyle found a Budweiser hydroplane with a .15 inboard, and I found a tunnel hull with a K&B 3.5 outboard.



### ***Jan. 18 Club meeting***

We had 20 people at the Jan. Club Meeting and that included 2 guests who were there to answer questions about installing a U-Control circle at our field. One was Jim Lee from the Topeka U-Control Club. Mike Fredrick, a friend of Gary Webber, was also in attendance.

Regarding that discussion, most members were not in favor of the proposed U-Circle site being in the middle of the west runway. If I remember right, the subject was tabled until a better plan and/or more questions were able to be answered.

The treasurer's report by Dave Alexander indicated that our current balance is \$6120. That's a good place to be at this time of year. Regarding safety, we were warned to be careful when using the #11 x-acto blade because they have been known to break off and spring to the facial area.

We had 3 Show & Tell exhibits and are described as follows: George Jones brought a 100" Viste Grande powered glider that fly's on a 4S 3200 battery. It features rudder, elevator, and wing spoilers instead of ailerons. See below:



Here is a photo of our table location after Bill & Kyle sold out. Kyle was selling builder kits for a very reasonable price. I think he had a Sig Ryan Sta kit and a Balsa USA Fokker Dr-1 kit.



Here is the bottom of the Vista Glider:



Kyle Walker won the Model of the Month with the JMP Starfire. This is one of the old original kits from the early 90's that was produced by Tom Cook over at Belton Missouri. Tom gave this aircraft to Kyle because he's a nice guy; that is Tom not Kyle. Just kidding. It has a glass fuse and balsa covered foam wings. It came with a Dynamax fan and an OS 65 VR-DF motor. It will get an OS 91 motor as soon as Kyle brings me the 65 in trade.

Darrell Cordle won the breakfast drawing and Robert Sharp won the Decathlon door prize below:



Glen Minor built this quality engine test stand to test his first glow engine with. He says, "up until now, I have only flown electric aircraft". See above:

## Old Way to Navigate

Back in the 1920s, a pilot lost on a dark, thunderous night couldn't depend on GPS to save his bacon. But there was something almost as good: giant, cartoon-style arrows, stretching in an illuminated path on the ground from New York to San Francisco.

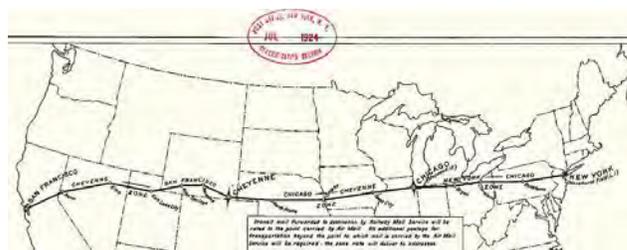


This rudimentary form of navigation was part of the Transcontinental Airway System, an effective aid for air-mail pilots that by the '30s incorporated [1,500 ground beacons](#) over some 18,000 miles. NASA [ambassador](#) Patrick Wiggins recently explained how it worked for the [Universities Space Research Association](#):

Every 16 km, pilots would pass a 21 m concrete arrow on the ground that was painted bright yellow. At the center of each arrow there would be a 15.5 m steel tower, topped by a million-candlepower rotating beacon. Below the rotating light were two course lights pointing forward and backward along the arrow. The course lights flashed a code to identify the beacon's number. If needed, a generator shed at the tail (or feather end) of each arrow powered the beacon and lights.

The arrows represented a leap forward from previous nocturnal guideposts. "One of the first attempts at navigation involved setting huge bonfires next to landing strips to help guide pilots," [notes one scholar](#). "This idea proved very impractical." People had such faith in the newer system that *Popular Mechanics* ran a story about a floating version eventually spanning the Atlantic Ocean (if [Wikipedia](#) is to be believed). Yet by the 1940s, the arrows and towers were already becoming obsolete, leading to their gradual removal or abandonment.

Today the only state using these janky beacons is Montana, where pilots rely on [about 19](#) to fly through the mountains. But that doesn't mean they've disappeared. Some peek out in aerial imagery like cryptic, alien messages in barren stretches of Utah, Wyoming, Indiana, and elsewhere. Others have fallen into the hands of property owners, who keep them around perhaps for historical value or as conversation starters.



**2019 Models of the Month**

**February – George Jones, Widgeon**



**July – Scott Stordahl, Uproar**



**March – Glen Minor, Rebuilt Trainer**



**Sept. – Gerald Soden, Telemaster**



**June – Gary Webber, Trainer Rebuild**



**Oct. – Bill Wachpress, Rocket**



**Nov. – Scott Stordahl, British Bomber**



**Dec. – George Jones, Military J-3**



**About 140 Active as Model Masters Stage Local Show**

***LJWorld Archives June 10, 1963***

Two members of the Jayhawk Model Masters Club won first places and another a second place in the 2<sup>nd</sup> annual all-day model airplane competition Sunday at the 4-H Fairgrounds.

Fred Coester of Lawrence won first place in the Junior Stunt division and AE Martin Jr. of Lawrence was first in Junior Scale division. Steve Graves finished 2<sup>nd</sup> in Junior Stunt.

Ninety-two model airplanes took part in the competition. Approximately 140 persons took part including the pit crews, contestants, and other participants.

The Jayhawk Model Masters Club officers termed the program a complete success and announced that plans are already under way for another show next year

The local; club gave 21 trophies to winners and place finishers Sunday. The program started at 10:00am and continued through most of the day. During that time, hundreds of Lawrence residents stopped by to watch the action.