

JAYHAWK MODEL MASTERS NEWSLETTER

Jayhawk Model Masters | AMA Club #2013 | January 2021

jayhawkmodelmasters.com

Club Meeting, February 20!

Club members, watch your email for ZOOM meeting details!

Schedule of Events:

February 20th, Club Meeting

Get the latest club news!

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

Reminder: Renew your JMM Membership

If you haven't already, please take a few minutes to renew for 2021!

Seen at the Field

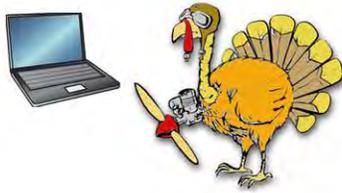
After the January club meeting:



The Prez and his Neptune: who needs snow?



George Jones and his giant foam Carbon Cub



January Zoom Meeting Report

By Dave Alexander

Patrick opened the business portion of the meeting at 9:00 a.m. and asked for Show & Tell. First up was Glen Minor who showed several photos of the shop area he recently set up. He has a 6' and a 5' table, pegboard on the walls, and wall-mounted racks for models. He has also suspended several LED light fixtures over his table, and he built a PVC-pipe cradle for working on fuselages.



Glen's shop; note LED lights and fuselage cradle.

John LaGesse (joining from Arizona) described his A-24 Banshee (Army version of Douglas Dauntless) ARF made by Nexa. This is a 60" balsa and ply model that comes with working clamshell dive brakes and retracts with sprung struts pre-installed. John said it took about 10 hours to assemble, including re-engineering the mounts for the dive brake servos. John is flying it on an 80 Rimfire electric motor and a 6S Lipo pack.



Nexa A-24 Banshee

John noted that it is very complete and comes with pilot and gunner figures.

George Jones showed some pictures of the interior of the big Top Flite Bonanza V-35B that he bought at the club auction several years ago. He now has an extremely realistic instrument panel and pilot. He has fibreglassed it and thinks it will end up closer to 25 lb than the listed 17 lb weight. It has an 84" wingspan and George plans to power it with a Rimfire 160 on two 6S lipo packs in series.



George's Bonanza cockpit. That's some instrument panel!

New Treasurer Jim Morris gave the treasurer's report. We began December with \$4749.28 in the bank and we had \$4762.30 on Jan. 1st. With cash on hand, that gives us a net worth of \$5149.30.

New Field Safety Officer Glen Minor reported that he is planning to check the first aid kits at the field. He reminded folks to beware of complacency; just because you have done something 100's of times does not make it safe. He also referred to his newsletter column about proper winter clothing plus the need to be extra careful about loose parts that could get in the prop. Patrick reminded folks that now that it is build season, complacency can be just as much of a problem in the shop.



Gary Webber reported that the membership form on the web site is updated for 2021. He also reported that Chubbie's Welding did an excellent job welding a broken bracket on the mower, as well as straightening and reinforcing the scalp

rollers on the edge of the deck. The mower has been winterized and should be ready to go once it warms back up. Incoming



Mower Crew Chief Ed Everett said he'll be looking for folks to sign up for the crew next month.

Patrick announced that in addition to himself and Gary Rauckman, V.P. Scott Stordahl is now a CD, or will be after running a couple events. (AMA says CD means Contest Director, but Glen has dubbed Scott the club's *Comedian Director*.) We have scheduled the Jayhawk Open, Jayhawk Electric, Float Fly and Big Bird for their usual dates (see page 1) with the idea that it is better to schedule and cancel if necessary than to try to schedule at the last minute. The board also suggests adding a Fun-fly even in July; this may be informal as opposed to AMA sanctioned. Finally, after the April meeting, we will have a swap meet at the field; no fees, sell out of the back of your vehicle, one or more raffle prizes, possibly door prizes.

Officers reported no new information on the lease.

There was some discussion of the new FAA Remote ID rules; so far we don't really need to do anything, the new rules won't go into effect for a year or two and may not have any significant effect on our field.



Webmaster Gary Webber proposed a simplification of dues for new, first-time members. Currently their dues are pro-rated to step down quarterly, but the club would face a significant expense to have such pro-rated dues added to our online "store" for dues. Gary suggested new members pay the full amount, but anyone joining for the first time during the second half of the year would get the following year included for no extra charge. The board agrees with this suggestion. After discussion, it was proposed and seconded that we publicize Gary's suggested change in the newsletter (see below) and vote to make it official next month, which was agreed by the members present.

Back when we had normal in-person meetings, the treasurer printed a roster with contact information on the back of paper copies of the financial report, so that anyone wishing to have member contact info could help themselves. A number of members have asked if there was a

way to provide such information now that we are doing Zoom meetings. After discussing the security risks of putting personal information online, a consensus was reached that in April (after most members have renewed), the treasurer would produce a PDF file with member names, phone numbers, and e-mails, that could be sent to members with the monthly meeting reminder. Between now and then, members seeking contact information can either contact Treasurer Jim Morris and ask for specific information, or ask for temporary access to our online roster.

Finally, Gary Webber reported that he put **updated club brochures** in the mailbox under the work table at the field, to pass out to visitors. Also, he plans to move the webcam enclosure under the shed overhang once the weather warms up.



Proposal: Change to Dues for New Members

Our current dues structure gives new, first-time members pro-rated dues when first joining the club if they join after the first quarter: each quarter of the year dues are reduced by 25%. So in the 2nd quarter, dues are \$48.75, in the 3rd quarter, \$32.50, and in the 4th quarter, \$16.25.

Unfortunately, the internet store that lets us collect dues online only allows for a small number of "products" (dues categories), and these are already filled by regular, youth, and family dues. Just adding the prorated categories would cost us over \$300 per year in fees, all for a benefit that is rarely used more than a couple times a year.

To save the treasurer the trouble of contacting new members and mailing them a refund check, Webmaster Gary Webber suggested that we do away with prorated dues. Instead, ***new members joining for the first time would pay the full amount during the first half of the year; new members joining from July 1st on would pay the regular amount, but would receive membership for the following year for free.*** Members at the January Zoom meeting agreed that this is a sensible change. In accordance with our bylaws, we are hereby publishing the proposed change in this newsletter, in preparation for a *final vote on the measure at the February meeting.*

SHOP TIME

by Bob Charlesworth

A bit of background first for those that don't know me. I love to build! Something about having glue residue on your hands during the workday reminds me that there is something on the building board I can get to during my spare time.



Working from home for the time being, I find a few minutes throughout the day to wander down to the shop and glue a piece or two. I tried the Thursday build night Zoom last night but my shop is under my garage and reception stinks! From the little I heard; it was really good discussions! I'll try again next week.

My problem - I don't have enough time to fly as much as I would like. Since I'm about 50 minutes away from the flying field, I have to make it a special trip to get there – kind of hard to just go out on a whim for a quick flight in the late afternoon/evening after work. However, I anticipate going to a 4-day work week late spring and with my wife being a middle school librarian, that extra "day" is going to be ALL MINE! Retirement isn't until about 3 years away.

Another problem – I have too many hobbies. While I learned to fly a full-scale about 10 years ago (owned a 1972 Cessna 172 with my brother, but now sold), time between high performance driving at various tracks in the country (I'm a Porsche nut – heck, proposed to my wife at Hallett raceway in OK and the road course at Heartland Park, Topeka is my favorite); restoring a 1970 Porsche 911 Targa (literally thousands of pieces and it's down at a shop I own in Tulsa); Tuesday night golf league; Tennis with my grown kids; and somehow spending time with my amazing wife of over 39 years, R/C flying hasn't been at the top of the list of late.

The good – the 911 is almost done and my shop probably has 12 planes ready to go – from small to large. I even have a few 40-size ones for

sale. The bad – my shop in the house is small and I have some of the larger planes stored at my folks house in OP that really need to get in the air. Side note – my Dad (Art) got me into this in about 1979 while I was in college and he is still a builder. For those that may remember the IMAA (large r/c airplanes), he served as President during a difficult transition period and I did the advertising management of the magazine (High-Flight).

Enough of that - let's get to what's on the building board!



First up – a Goldberg Anniversary Cub. These are not cheap as found on E-bay (\$200 to \$250), but I was able to buy one in Independence in November for \$100 (a bargain!). The funny part, I found another one on craigslist in Lawrence in early December for just \$50 (although missing a few parts). Thought of selling it and quadrupling my money, but my Dad needed a build project that wasn't a scratch from plans build. So, we are building them at the same time and see how they come out. Neither of us are in a hurry, yet the "build" part is about done for us both. I've supplied him with everything he needs including an OS 40 4-stroke engine. Mine is going to resemble the full wing L-4 scheme (not a true

scale because that would entail modifying the fuse – and I’m not going that far!) and will use a Magnum 56 4-stroke. Art will probably keep his traditional (he has a ¼ scale yellow Cub with a G-23 ready to test fly). The kit does have plan markings to make it a Clipped Wing version if you want, so some variety in the build.

The kit is pretty straight forward, but with the age of the kit and old-style instructions, it’s a bit hard to find some of the correct parts and how they assemble. The two keys – dry fit it first and, look on-line for any posted building tips if you get stumped! Probably not the best kit for a beginner as you really need to reference the full-size plans to make sure you get some of the doubler’s on correctly, but it does fit together fairly well with just minor parts cleanup prior to assembly. I’m using mostly yellow glue (Titebond or Gorilla) with some Zap type products when needed, plus a little 30-minute epoxy for those areas I wanted extra holding power (firewall, wing hold-down areas, etc.).

Next article will give you a quick update on the Cub, but I’ll get you up to speed on a Ziroli B-25 that Art started with the fuse in bones and I’ve taken it from there, including the hotwire wing ribs I’ve cut for this 103” wingspan beast (making it a 3-piece wing)!



The center wing section spar connections and the wing-tip (pic) assembly took a minute to figure out as well, but once you see it done – it makes perfect sense.

What are you working on?

Keep building!



Pattern Ships of the 1960s

from Scott Stordahl

Featured in December was the **Astro-Hog**, considered by many as the first pattern plane, it won the nationals in both '56 & '57. This month we explore the first modern pattern ship, **Taurus**, an Ed 'Kaz' Kazmirski design.

Ed won the 1960 World Championship in Switzerland with the Orion and the Nat's in 1962 with the Taurus. Both planes were later kitted by Top Flite. The Taurus, a derivative of the Orion, was featured on the cover of Model Airplane News in 1963.



There is an amazing article on Ed that can be found on ClassicPattern.com, showcasing his 'Rockstar' status in RC aircraft from designing planes to competition.

TOP FLITE INTRODUCES . . .
The model that's making R/C history!

TAURUS

1962 MULTI R/C CHAMPION

Designed and flown by Ed Kazmirski, who also designed and flew the Orion to the 1960 World Multi R/C Championship. Ed and the Taurus will lead the U.S. team in the F.A.I. World Competition in 1963.

Wingspan 70"
Wing area 72 sq. in.
Wing section NACA 2419 (mod.)
Length 51 1/2"
Engine 45
Flying Wt. 5 1/2 lbs.
Prop 11-4 Top Flite

\$29⁹⁵
KIT No. RC-7

A 1st PLACE RECORD THAT SPEAKS FOR ITSELF

June 2-3 Lincoln, Neb., Massey Hester	June 9-10 Oklahoma City, Okla., Midwestern States R/C Championship Dr. Wm. Clark	June 9-10 Detroit, Mich., Les Fruh June 16-17 Fort Wayne, Ind., Ed Kazmirski	August 18-19 Minneapolis, Minn., Massey Hester August 19 Grays Lake, Ill., Pete Mathis	August 25-26 Wyandotte, Mich., Bob George	August 26 Peoria, Ill., Bob Choronzuk	September 1-2 Kalamazoo, Mich., Ed Kazmirski Also next 5 places	September 8-9 Detroit, Mich., Invitational Ed Kazmirski, Also 2nd, 4th, 5th Milwaukee, Wisc. Ron Van Bock	September 15-16 Waukegan, Wisc., Les Fruh
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NOW IN KIT FORM, . . . !!
SEE IT AT YOUR DEALER

TOP FLITE
THE MOST COMPLETE, PRECISION MADE R/C KIT EVER PRODUCED

2635 SO. WABASH AVE. CHICAGO 16, ILLINOIS

MODEL AIRPLANE NEWS • January, 1963

At a wingspan of 70" and intended to utilize a 45 size 2-stroke, today it is common to see it with 60 size power plants and modern retracts. YouTube even has an electric example or two.

Taurus was not a single model but a multi-year evolution with different airfoil shapes and wing tapers. In 1964 a pusher jet-like Taurus was born.



Also in 1964 Kaz modified the Taurus for the Nats that year with the following mods: tail moment arm shortened by 2", wing dihedral increased from 2.25" to 3.25", straight wing trailing edge with balance point 6.75" from root leading edge. Thickness ratio of the wing section increased from 19% to 22% and the tailplane section thickened with a proper airfoil section.

In 1965, Ed grew more ambitious and expanded Taurus to a 102" wingspan and proved he was decades ahead of his time. With adjustable wing positions (shoulder, mid, and low wing), adjustable dihedral and incidence, plus plug-in wings, the new Taurus called Simla always drew attention at the flying field.



MODEL — SIMLA 8½ ft. span; 11 lbs. By National and International Champion Ed Kazmirski
CONTROL — Orbit Quadruple Proportional **ENGINE** — Super Tigre 60 R/C

CONTROL SYSTEM — Orbit Proportional — Ed is using the full house Orbit system. We think this is one of the very first Orbit Quadruple Proportionals that Orbit's Bob Durham shipped. The original 1¼" ailerons on the SIMLA were too narrow. When Ed increased the 4" long ailerons to a 1½" width he was a bit afraid he would have servo power problems. Rolling dive tests prove the Orbit servos have plenty of power for this high torque job. Ed likes the centering on his Orbit servos. Each Orbit Proportional R/C System is 100% tested and inspected and ready for installation. Orbit Quadruple Proportional \$295.00 from Orbit.

SIMLA — Named for a town in the Himalaya Mountains. 8½ ft. span; 11 lbs. with fuel; 9½ lbs. empty, incorporates a special nose wheel for a nose high take-off. Originally had 6° degrees dihedral, then 2, and now Ed has settled on 4 degrees. Ailerons are 1½" wide, Bosch airfoil wings plug into the fuselage. Wings are retained by a keeper that locks the ¼" dia. plug to the socket in the fuselage. This should become a very popular mount as it permits mid-wing design and still leaves room for R/C components. Incidence is easily varied. Stab spans about 34". SIMLA flies through all AMA maneuvers and does the tail slide particularly well.

ENGINE — Super Tigre 60 R/C — Ed advises that he is very well pleased at the ability of the Super Tigre 60 R/C to pull this large model through the AMA pattern. One spectator to competitive engine salesman, no less) was so enthusiastic about the ST 60 R/C, performance and power, that J. Maloney and Harry Heaps from World Engines went up to Chicago and got the story and the photos from Ed for this ad. Note: Ed increased the venturi slightly to .300" and the air bleed to .090". The Super Tigre is a twin ball bearing engine; chromed sleeve is standard. CD cast iron ring running in a cast aluminum piston. \$38.50 from World Engines, Inc.

Orbit Electronics
 11601 ANABEL AVENUE,
 GARDEN GROVE, CALIFORNIA

WORLD ENGINES INCORPORATED
 8206 BLUE ASH ROAD
 CINCINNATI, OHIO 45226

Simla disappeared in the late 60's and like the library in Alexandria, it was thought to be lost forever. Since then, plans have been developed from pictures, build threads have popped up and MA even sells the plans from an article published in 2007. Sounds like an interesting build contest project, there is still time to start and finish before spring!



Ed stepped out of competition flying in the late 60s, but his birds continued. A decade ago, his original Taurus that won Nat's showed up at auction. It was quickly scooped up and now resides in Muncie. For those not up for the trip, here is what it looks like today.





Safety Corner

Where Do You Start Your Glow or Gas Aircraft?

By Glenn Minor

One of the more risky activities at the flying field may be that short walk from the bench to the runway with our glow or gas fueled aircraft primed and running.



While I'm relatively new to the glow side of our hobby, I think I understand. It's just far easier and perhaps safer to prep the plane for flight on the bench as opposed to on the ground next to the runway as the AMA recommends.

I can see wrestling with a stubborn engine stooped down on one knee may very well be more



dangerous than that walk from the bench with aircraft pointed skyward and prop spinning.

So my question is **which do you think is safer, starting aircraft from the bench or next to the runway?**

I'll invite discussion at our next club meeting. Hope to see you there!



Engine test stand, or very strange flying model?

P-Factor

By Patrick Deuser

Greetings all and welcome to the February edition of the P-Factor. This month I would like to welcome back former member Kevin Ruland. Kevin is an avid Rocketeer and does a lot to promote rocketry in Lawrence. You may remember him from several years ago. He worked with Parks and Rec and hosted some club rocket launches at the field. We have determined that the best place for rocket launching is probably the area between the shed and the shelter out by the smaller north south runway. Later this year if it ever warms up and Covid eases up, if you see Kevin and his group out at the field, or our other rocketeer Bill Wachspress out launching rockets, I encourage you to check out what they are doing. Many of these rockets are kits just like airplane kits that have to be put together. Some are almost ready to fly models. Some are even scratch built models of their own design. They all share the goal to fly and be retrieved safely just as our radio controlled models. The people that build them have the same dreams to see their creations fly. Many times, model rocketry is a stepping stone into RC flying. Be sure to make the rocketeers feel welcome!

That is one of the great things about this hobby. There are so many different facets. Building, flying, pylon racing, pattern, IMAC, scale, free flight, sport, fun fly, 3D, helicopters, drones, etc. The list goes on and on. Each requires some unique skills. The opportunity to learn from others is endless. Even if one particular aspect of the hobby is not your cup of tea, there is probably something that you can learn from that aspect. For sure that person is out there trying to learn and enjoy a hobby. Take time to say hello and get acquainted. You might just make a new friend!

That's all for this month.

Gentle winds and soft landings,

Patrick

