



**AMA Club # 2013  
Year 2017**

*Gary Rauckman, Editor*

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

### **March 17 Club Meeting**

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

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

### **Schedule of Events:**

**March 17, JMM Club Meeting  
And Auction**

May 12, Jayhawk Open

May 19, Lawrence Airport Camp

June 16, Blue Sky Open Fly In

**Facebook at:**

**Jayhawk Model Masters**

### **2018 Officers**

President	Gary Webber	312-4840
Vice Pres.	Dave Alexander	393-7857
Treas.	George Jones	727-5970
Fld Safety	Bill Elkins	691-5122
Board 3yr	John LaGesse	760-2543
Board 2yr	Wayne Donovan	609-6748
Board 1yr	Jim Morris	691-7706
Editor, yrs	Gary Rauckman	423-2700

### **News-wrap**

Now that were on the warm side of winter, I'm seeing more and more of you guys flying now at the field. I also noticed a few crashes last Friday afternoon. I won't say any names, but one was flying a Flex Inovations Cessna 170. Minimal damage occurred. I think A.D. also planted a few parts in the burn field. As long as you guys can re-kit this stuff, go ahead and have fun. The east field appears to be somewhat of a burn field for now.

I'm looking for some new stuff from you guys for the spring; I thought for sure that John LaGesse would be sporting a new "Motion RC" B-24 by now. I'm hoping to have the Freewing F4 by mid April.

## Flying EAA's Spirit of St. Louis By Megan Esau



On May 10, 2017, EAA's flying *Spirit of St. Louis* replica made its season debut at the organization's annual Fly Your Plane to Work day. I had the chance to fly with Sean Elliott, EAA's vice president of advocacy and safety who oversees the organization's flight operations, on the *Spirit's* departure from Pioneer Airport at the end of the day. Sean sat up front with the forward facing windows and the instrument panel, while I got comfortable in a small wicker chair reminiscent of the one Lindbergh would have used. As he powered up the engine and the prop blast blew air into the open windows at my sides, I couldn't imagine how Lindbergh managed to keep all of his charts and calculations organized, on top of actually flying the airplane.



Once we were in the air, Sean offered up the controls, and I — a pre-solo student pilot — was flying the *Spirit of St. Louis*. For as unstable as my research had said the airplane would be, I didn't need any guesswork to figure out what to do. Every control input had a predictable — if out of the ordinary — outcome. The *Spirit* was no airplane to be dainty with. My full hand was on the stick, and when Sean instructed me to make a turn to the left, I could feel my physical exertion being used up. Air was gusting into the cockpit, heightening every sensation and causing me to sharpen my focus into the movements I was making. With no instrument panel in front of me to fall back on, it was my first time truly feeling an airplane around me and responding to what it was telling me (that and Sean's instructions in my ear).

For as focused as I was, it was one of the most liberating moments of my life. I heard myself shout in excitement as we leveled off definitely not pointing in the direction I had been instructed to go, after having been surprised by the heaviness of the ailerons.

After a few more turns, Sean took back over and demonstrated how with a tap of the rudder pedal the airplane would smoothly enter a crab, the large windows to my sides framing a moving picture below. Further showing off the airplane's independent nature, Sean pulled back on the stick and let go. Rather than settling back down on its own, the *Spirit* just kept pitching up, and up, and up. I can't speak for taking off or landing the *Spirit of St. Louis*, or how it would feel to fly it for 33 1/2 hours straight, but my rookie assessment would be to describe the airplane as predictably unstable. Although I only spent five minutes at the controls, I will always look back fondly at one of the earliest entries in my logbook, N-X-211.



### **February 17 Club Meeting**

We had 22 people at the Feb. meeting, but I don't think we had anyone new. You might want to make a special effort to get there this Sat. since we will auction off the RC equipment from Zack Stephens after the meeting. It is supposed to rain anyway. I believe all the auction proceeds are a donation to our club, so even more reason to bid on stuff.

The Lawrence Airport Camp is coming up on May the 19<sup>th</sup>, the week after the Jayhawk Open. George Jones, Gary Webber, and Mike Weinsaft volunteered to help teach the aeronautics class.

Pres. Gary Webber gave an update on our new field signs; they are now in production, so we should see them soon.

The raffle prize for the March meeting will be a Rapid powered glider.



The Board has chosen to buy some really nice prizes for our events as well as monthly meetings. For instance the Float Fly prize will be a 71" Grumman Widgeon with fiberglass fuse and wood covered wings.

## Show and Tell

We had 2 people come with models for show and tell. The first was Jim Denny showing his 168" Albatros powered glider. I believe it is offered by "Top Mode CZ". It is powered with an AXI 2826 3S motor. Jim said he can get about 5 flights with the 3300 mah battery that includes 15-20 climb outs. The glider has full flying tail and flaps and weighs in at 4.3 lbs. I believe the kit is priced around \$600, and then you buy all the other stuff.



The Model of the month was barely won by Jim Denny on a 12 to 11 vote. Too bad both guys couldn't win. They were impressive models.

George Jones won the Gal-O-Fuel and the monthly raffle was a Turbo Beaver kit and it was won by Wayne Donovan. A very nice prize as I think it was about a 68" wingspan aircraft.



Bob Charlesworth built a T-34 from an old Ace kit and brought it to show. He said he assembled it with yellow glue. This is an all balsa kit for you newby's. He said the canopy was ugly so he painted it black. It looked good that way He finished it in a Navy color scheme.



A good use for Hinges???

