



Jayhawk Model Masters | AMA Club #2013 | March 2021

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

## Club Meeting, March 20!

*Club members, watch your email for ZOOM meeting details!*

### Schedule of Events:

#### **March 20th, Club Meeting**

Vote on dues change for new members, plus more on swap meet, events, contests, etc.  
*FIRST DAY OF SPRING!*

#### **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  
July 24 - Fun Fly (contests!)  
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, you are even a worse procrastinator than me! Please take a few minutes to renew for 2021!

### **Help Wanted: Mowing Crew**

By Ed Everett

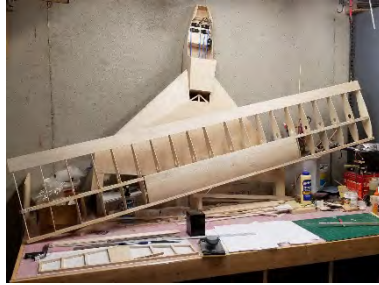
JMM Club members,  
As you may or may not know, I've assumed Gary Webber's responsibilities for organizing the mowing crew this year. Gary has done such a great job over the years that I have some pretty big shoes to try and fill. Gary has promised to help me out as needed, though, so, hopefully, things will go off without a hitch. To that end, I'd like to extend **an invitation to all of you to consider joining the mowing crew.** Being a member of the mowing crew and signing up for an equal share of the mowing duties (currently 6 times throughout the season) entitles you to the waiving of your annual club dues as well as unlimited use of the flying field (OK, you'd get that as a club member anyway). Four members from last year's crew have already re-enlisted, so we are in need of one more individual that wants to join the group that, on a weekly basis, helps enable the entire club to enjoy our great flying field. So, if you're so inclined, please let me know. First come, first served. If you have any questions or comments, please let me know.  
Thanks,  
Ed Everett



## February Meeting Report (Zoom)

By Dave Alexander

Patrick opened the meeting at about 9:00 a.m. asking for “show & tell”. No one had any completed projects to share, although Scott Stordahl held up a part he was working on (during the meeting) of his Ultra Hots. Also, John LaGessee mentioned that the control horn broke off of the elevator of the A-24 Banshee that he showed at last month’s meeting. He was very pleased that Motion RC sent him both new tail parts and a Dubro control horn.



Jim Morris gave the treasurer’s report. We started January with \$4762.30 in the bank, and thanks to over a dozen membership renewals and a contribution from Phil Abadessa, and subtracting some annual expenses (AMA, web site hosting, etc.), we ended the month with \$5342.05 in the bank, which with cash on hand gives us a net worth of \$5729.05. Jim also said we now have 37 paid members.



Safety Officer Glen Minor started a discussion based on the question in his February safety column: is it safer to start an internal combustion engine on a stand in the pits or (as per AMA recommendation) on the edge of the runway? A constructive discussion of the issue followed, including how size of the model mattered, and a need for announcing intentions.



A fuller description of the issues and members’ recommendations and suggestions will be covered in Glen’s **Safety Corner** next month.

Webmaster Gary Webber reported that during the recent winter storm and extremely cold weather, including a long cloudy stretch, the web cam and weather station apparently never went down. The new lithium batteries, even with their heating system, carried through in conditions

where our old batteries might have been down several times or for multiple days.

Mowing Crew Chief Ed Everett reported that he is still looking for mowing crew members (see above). Remember, mowing crew membership comes with free annual dues!



Patrick reported that Darin Pearson told us that he is still waiting to hear from the City’s legal department on the status of the lease. (UPDATE: See “**Finally: A Lease!**” below.) He also reported that progress has been made on scheduling a Fun Fly (with contests) on July 24. Patrick is working on getting AMA sanction for the event. He is planning to provide a list of contests, probably in April, so people will have time to practice. (Practice? What practice? I don’t need no steenkin’ practice!)

Gary Webber announced that the Great Planes Revolver he had offered as a raffle price for the Jayhawk Open has been sold, so he will substitute a Phoenix Edge 540 scale model. Gary said that he and George Jones both think it is the best-flying model of that category.



Scott Stordahl mentioned that he got a notice from AMA confirming sanction of the Big Bird (with Scott as Comedian Director, er, CD), which apparently was handled by Gary Rauckman who was not at the meeting. Patrick will touch bases with GR to sort out who has been listed as CD for which event.

John LaGessee reminded us that time is getting near for having the field rolled again. Patrick will contact Kent Kummer to make sure we are on his schedule for late March/early April.

Dave Alexander gave a brief report on a request by Chad Frazer for the club to host a drone search-and-rescue contest. A key feature of Chad’s proposal requires overflight of a much larger area than our normal field overflight zone, because the whole point is that the search-and-rescue teams need to search for objects that they can’t see from the takeoff point. Given that this would



require approval from both the Corps of Engineers and the City of Lawrence, the board of directors decided that it is premature for the club at large to discuss the proposal before we know whether we can even get such approval. The board will contact the Corps and inquire about the

possibility of getting approval.

Inspired by conversation during the socializing before the business meeting, John LaGesse proposed a new contest: for the first club member to fly a duct-tape RC model. After discussion by members, John's refined proposal is that the first member to successfully fly a wood-framed model covered only in duct tape be awarded a cash prize. Covering a foam model in duct tape does not qualify. This was seconded by Mike Randel and unanimously approved by members present. (John suggested \$50, but some thought that was overly generous; amount to be determined later.)



Patrick reminded people about the Thursday night virtual build sessions, which people who have attended have enjoyed. The meeting was adjourned a little before 10:00 a.m.

## Proposal: Change to Dues for New Members

*Oops! We forgot to vote on this in February!*



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%: in the 2<sup>nd</sup> quarter, \$48.75; in the 3<sup>rd</sup> quarter, \$32.50, and in the 4<sup>th</sup> 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 1<sup>st</sup> 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 March meeting.*

## Finally: A Lease!

*from Dave Alexander*

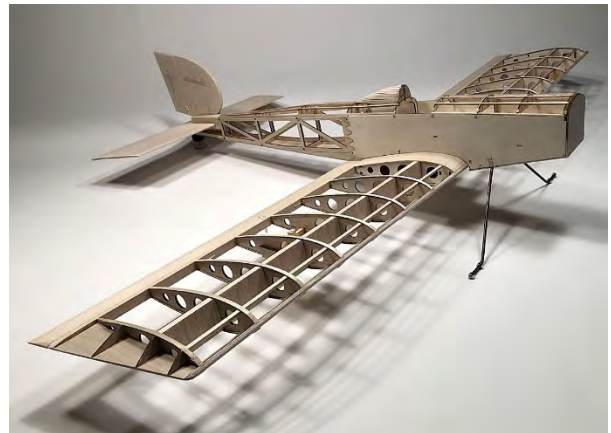


At the beginning of March, we received an e-mail from Darin Pearson (our contact in Lawrence Parks and Recreation) with a new lease! Gary Webber spent the better part of 2 years negotiating with the City of Lawrence on a new lease as we approached the expiration of our old lease. After another 2 years or so of essentially no communication on the lease, the city's legal department finally produced a new lease for us. According to Gary, this has been significantly rewritten compared to the last version we saw, but contains more or less the same terms. This version has a couple minor issues that the Board of Directors will need to deal with, but hopefully before the month is out we will have a lease in force again.

## Build Contest Prize

From the Board of Directors

The Board of Directors has chosen a Sky Ranger kit from Old School Kits as the grand prize for the model-building contest:



**Sky Ranger in the bones.**

A nice laser-cut kit seemed like an appropriate prize for the winner of a building contest!

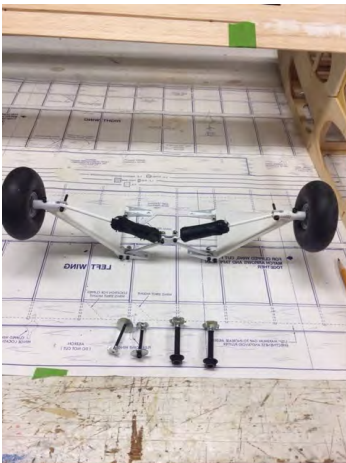
## SHOP TIME

by Bob Charlesworth

So, a quick update on the Anniversary Cub – In getting the wing ready to bolt on, the kit provided small metal bolts with the blind nuts. Sorry, not a fan of that – so I changed to 1/4-20 nylon bolts with blind nuts. Less chance of backing out and probably more forgiving than the metal if needed. You will also notice I opted for the e-flight Super Cub 25e Horizon Hobby landing gear. I think they were just \$17 and they fit the fuse perfectly. No instructions on assembly, but some good guides found on the internet chat rooms.



Then, the trick to try and make a clean hole for the top of the engine exit. Make the template while the engine is installed and “guestimate” the narrowest opening. Install the cowl and transfer that opening. This one was actually pretty close, but I did have to open it a bit and add a hole on top for the needle valve.



Like they say, take your time and line everything up before drilling the hold-downs. The straighter, the better the flight will be!



My job this month is to finish the pushrods (I do this before covering just in case I need to modify something), and get to sanding! (ughh, I hate sanding, but it does make a difference when it comes to covering).



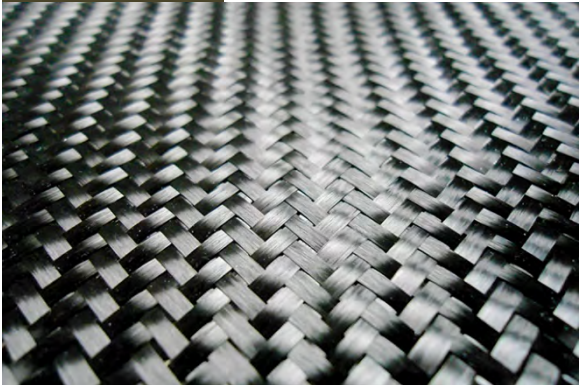
Now to glass the center of the wing and epoxy the firewall/tank area.

This next slide is of Art's wing half – note that he opted to use aileron servo's in each wing half. Also important to note, he moved the servo inward one rib section from the middle as to not interfere with the wing strut mounts (you can see the mounting triangle in the pic. Plays to “pre-plan” a bit!



Next time – olive drab being applied!

## Carbon Fiber: A Rich Man's Fiberglass by Scott Stordahl



Carbon fiber, what is it and where can I get some? Like most people, the first time I noticed carbon fiber was on items significantly out of my price range. Things like Lamborghinis and McLarens. Formula 1 cars even use it in brake discs, something about needing stopping power to go from 200 mph to 0 in 4 seconds, oh and able to withstand 1000 degrees C! So, what is this magic material?



F1

*Mercedes Carbon Fiber Brake Hub*

If I may oversimplify, it is nothing more than black fiberglass, expensive black fiberglass. It gets its color from carbon, and carbon being high on the periodic table means its lite weight. Other attributes include, stronger than steel and lighter than aluminum. But it is not without its disadvantages: it is costly to manufacture and because it is so strong, it can be brittle.

The opportunity to acquire some presented itself while working on my latest scratch build, the Ultra Hots. **By the way, there is still time to start and finish a plane for this year's build contest. Planes will be judged by your peers (and you) at the JMM's Open Fly-in on May 8<sup>th</sup>.** Anyway, while looking for some old boring aluminum landing gear I found a few carbon fiber options slightly larger than the recommended dimensions. Needing more prop

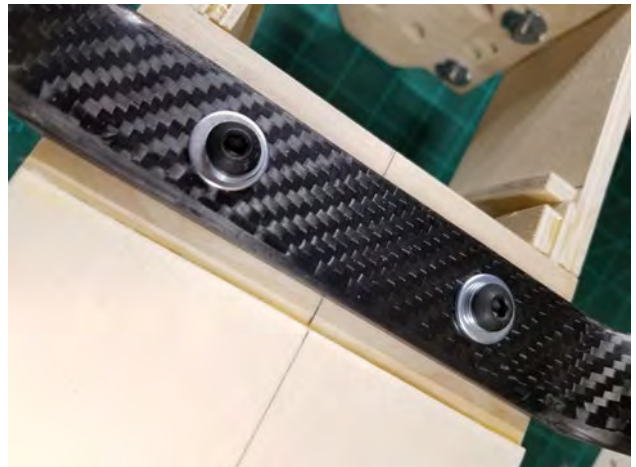
clearance for the G38, made the longer legs seem like a great option, so I took the leap.

Amazon made sure two days later I had my black fiberglass. Landing gear from ZY Hobby for a 30cc Sbach, 195 mm tall, nearly an inch taller than stock. Wow was it lite; strong and unforgiving too. I fear a hard landing will cause the entire plane to shatter. Maybe a set of all season radials will cushion the touchdowns?



*Minimal splintering with sharp drill bit and tape*

Time to drill the holes for mounting. After applying masking tape to both sides, I attempted to drill holes using dull metal drill bits, they were no match for the space age material. Sharp wood drill bits in three steps to the eventual 1/4-inch hole fit the bill and left relatively clean holes. Time to mount on the plane and admire the modern look of the carbon fiber.



*Mounted to the LG block of the Ultra Hots*

Now for a set of 3-inch Dubro captive air tires. They come in both round and treaded. I use these on most of my planes out of habit more than anything. I suspect these will absorb the landing shock and prevent bouncing down the

runway. I will be proving or dis-proving this theory at the **JMM Open Fly-in**, make sure you come out to watch and fly.



*Dubro All-Season Radials*



*Dubro axle complete with locking nut*

What next for the Ultra Hots? Maybe a carbon fiber spinner and prop or tail wheel assembly, how much carbon fiber bling can one plane handle?



*Carbon Fiber Fedora (Pilot Bling)*



### **Mystery plane!**



**Find out more at the meeting!**



To summarize kit contents, the currently proposed supplies will include the following:

## Safety Corner What's in A Good Field First-Aid Kit?

By Glenn Minor



- Orange bag for easy identification
- Gauze Pads ranging from 2" x 2" to 5" x 9" size.
- Saline Wound Wash
- 4 1/2 " gauze strips
- Gauze bandage scissors
- Antiseptic wipes
- Assorted smaller bandages
- Nitrile Gloves

In addition to what's listed, if there's anything else you'd like to see in our field kits, there will be an opportunity to share your suggestions.



A recent inspection of the First Aid kit at our Clinton International Model Airport found more of a time capsule than usable first aid supplies.

In the spirit of the Scouts and of being prepared, the JMM board is looking to replenish our depleted kits.



Your feedback as a club member is much appreciated and I hope to see you at our next meeting!

Glenn

There will be two identical new first aid kits, one dedicated for our flying field, and one available for JMM members flying at neighboring club events.



## **P-Factor**

*By Patrick Deuser*

Greetings fellow Model Masters!

Welcome to the March edition of the P Factor. I hope this note finds you and your families all staying safe and healthy! Hopefully, the frozen temps of February and the blustery winds of March have not got you too discouraged. When we get through the April showers, I promise great flying weather will not be too far behind. We have already had several nice days this year. I hope you were able to get out and enjoy them.

We have another new member. I have not met him yet, but I would like to welcome 11-year-old Levi Grassy to the club. From what I have been told Levi has been saving up his money and is looking to purchase an airplane and radio to get started in the hobby. If anyone has a trainer or other equipment a beginner might need that they would be willing to sell or donate, please get the info to Jim Morris and he will relay the info to Levi and his parents.

I was also contacted this past weekend by another gentleman looking for some guidance for his grandsons who just received RC super cubs. I have not had the opportunity to speak with them yet but am looking forward to it.

This all brings me to the point of this month's article. These new faces as well as a few returning members are going to need some guidance and help with gear selection and flying. I think we all had someone show us the ropes when we started flying. Most of us joined a club to share info and learn from others. Currently Covid has changed our style of meetings. Hopefully that will not last forever and we can get back to in person meetings soon. In the meantime, would you consider helping newcomers out by providing advice or flight instruction?

I would like to start a list of members who are willing to help newcomers. We could

print out the names and phone numbers of the guys on the list and have it ready to distribute to people just getting started. We could even have it detailed enough to show what areas you feel comfortable enough helping in (think product selection, assembly, kit building, flight instruction, etc.) At a very minimum we need to have a list of qualified instructors that are willing to help new folks begin their journey in this amazing hobby. Please contact me or one of the board members to add your name to the list!

This winter's build contest is a little less than 2 months from its conclusion at the Jayhawk Open in May. I know Scott has promised us all at the Thursday zoom meetings that he will have at least 4 airplanes ready. I am struggling to find the time to complete even one. At any rate it will be fun.

Speaking of fun, we have added a Fun Fly in July to our events this year. It has been a while since we held one of these. I hope to decide what the competitions will be in the next month or so to give you all a chance to practice. If you have ideas for fun fly competitions, get them to me as soon as possible.

Gentle winds and soft landings,  
Patrick

