

# JAYHAWK MODEL MASTERS NEWSLETTER

Jayhawk Model Masters | AMA Club #2013 | April 2021

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

## Club Meeting, April 17!

Club members, watch your email for ZOOM meeting details!

### Schedule of Events:

#### April 17th, Club Meeting

More on swap meet, events, contests, etc.

#### Informal Swap Meet

April 17, after club meeting

- Sell your wares out at the field!
- Raffle prizes!
- Format TBA  
(maybe door prizes?)

**REMEMBER: No Club Meeting in May**

### 2021 Flying Events

May 8 - Jayhawk Open

May 29 - Jayhawk Electric

July 10 - Jayhawk Float Fly

⇒ Note date change ⇐

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



### 👉 Help Wanted: Instructors 👈

As discussed at last month's meeting, we would like to develop a list of people willing to *help new members get started*. We need people to help newcomers choose and set up trainers, and folks willing to do flight instruction (you are welcome to be designated in both categories). We will put this list on our web site and on the next version of our club brochure. **Please contact an officer if you are willing to help!**



### March Meeting Report (Zoom)

By Dave Alexander

Our meeting opened with an introduction of our newest member, 9-year old Levi Grassley. Moving on to Show-n-Tell, the "mystery plane" in the newsletter turned out to be John LaGesse's attempt at a duct-tape-covered model. After a brief flight report (or report on brief flights?), John also reported on his Flite-test foam board Corsair. He said it flies good. He also described his Nexa Hawker Hurricane (see below). This 13 lb model needed 27 oz. of nose weight, but flew very well on a 6S Lipo and a Rimfire 1.20 brushless motor.



John's  
Hurricane



Scott Stordahl held up some random part for the Ultra Hots he is building for the build contest. Levi then showed us his little UMX Carbon Cub which landed in a tree resulting in stuck ailerons.

Jim Morris gave the treasurer's report. We started the month with \$5342.05 in the bank, and mostly from dues, ended with \$5832.67, which gave us a net worth of \$6219.67 with cash on hand.



Glen Minor missed the meeting for health reasons, so instead of his safety report, we discussed his recommendation in the last newsletter for updating the first aid kit.

One suggestion was to look into pads with wound clotting compound, certain members had personal experience with the effectiveness of this item.

The only web site item was that Gary Webber paid our annual online storage fee.

Ed Everett has filled the mowing crew. As far as runway maintenance, Kent Kummer (who rolled the field for us last year) is in training for a new job and does not know his availability for rolling this spring. We will keep in contact with him and look into a replacement if he can't do it.

Our main item of old business was to discuss and vote on the proposed change for dues for new first time members that we forgot to vote on last month (see the Feb. & March newsletters). Bill Elkins moved and Gary Webber seconded to approved the proposed new policy which passed unanimously. Starting this year, ***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.***

We also discussed problems mowing the rough on the east side of the N-S runway and possible solutions, like rolling it again.

The first item of new business was Patrick's call for the club to produce a list of members willing to act as instructors for new members. Several people volunteered, but more would be beneficial (see notice on page 1).

Board members announced the prize for this year's build contest, a Sky Ranger kit from Old School Models: →



We already have a prize for the 2022 build contest, which was inadvertently mentioned at the meeting. You'll have to ask someone who was there if you want to know!

Patrick invited discussion of ideas for contests for the July FunFly event, which has now been sanctioned. He is looking for contests with an element of randomness to help level the playing field. We are also considering having a combat event and a pylon racing event. If you have ideas for contests, please contact an officer. Contests will be published in advance so people will have time to practice. Scott also raised the possibility of a series of racing events over the summer.

We need to figure out a way to mount the fire extinguishers outside (they are currently in the shed), but decided that will have to wait until we decide how to replace the big work table in the pits.



A couple parts of the new lease were discussed. Because officers turn over faster than the lease renews, what mailing address to use on the lease is a problem. Given that the current Prez and VP are both out of town, someone suggested using a P.O. box. If that does not work, Dave Alexander offered to use his address, at least for the first 3-year lease term. Many members were unhappy with a 3-year lease and asked about increasing the term. Darin Pearson was already looking into getting a longer term, but Gary Webber said he thought the city's lease with the Corps was only 3 years, so they could not offer us a longer lease than their own. (Since the meeting, we checked with the city and they don't want a P.O. box on the lease, and they won't give us a longer lease term.)

The meeting concluded with a discussion of possible new activities the club could sponsor to increase member interest. George Jones would like to see more sailplane activity. He suggested holding a trial contest, maybe with a combination of longest time and spot landing. This and racing were discussed as possible activities that could be held multiple times over the season. (See the *Quickie 500* article below!)

# Quicky 500 By Scott Stordahl



The original 'Quicky 500' designed by Glenn Spickler arrived on the scene in 1972, first appearing in the magazine, *American Aircraft Modeler*. The aircraft was the result of a request for a low cost, fast building race plane from B.A.R.K.S (Bakersfield Aircraft Radio Kontrol Society). While AMA pylon racing was still in its early years, the big leagues were running fast and expensive race planes that were quickly becoming inaccessible for the average RC pilot.



(Photo from original article in AAM)

The intention of the simple single design, easy to fly and economical pylon plane was to pit pilot vs. pilot. The large disparity in speed from differences in design were not proving much in the way of individual's flying ability. This model evened the playing field and provided an entry point for beginners intimidated by the high speeds and high costs of Formula 1 and 2. Today the 'Quickie 500' name lives on in two classes in the official AMA rule book.

The plans for the original Spickler design are available from AMA plans or can be

downloaded from various free plan sites as a PDF. Discontinued kits of this iconic plane can be found on Ebay, or a new laser cut kit from Old School Model Works is also available which claims easy building and the updated design can be fitted with is either glow or electric power.



(Quickie 500 from Old School Model Works)

The author will be conducting a comparison of this new kit versus the original design at the completion of the winter build contest. Both will be built side-by-side, contrasting wood choices, design, overall strength, and weight. The results will be shared in these very pages. The completed planes will be outfitted with the same size glow engines and similar hardware to provide a lateral comparison. Like the build comparison, general flight and pylon racing tests will be conducted and documented in future newsletters.

This summer several club members will be trying their hand and planes at pylon racing. The objective is to form a competitive, budget minded racing league. Whether you are a seasoned racer or beginner, come out and race. Please contact Patrick or me if you are willing to help or provide suggestions to make JMM Pylon racing a success.

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Mystery plane of the month #1

## SHOP TIME

by Bob Charlesworth

First things first – I have tried to attend a few build nights on Thursday. If you haven't tried – it's a MUST! Wow, I was blown away by the participation, ideas, etc. Yes, my shop is under my garage so I'm surrounded by concrete all around, so my reception sucks. However, they gave me some ideas to try and get that fixed and I should have that done by the time this article gets read. Great humor and I think everyone contributed that I could see. I don't always get to attend due to the numerous public entities with whom I work (seem to have zoom work sessions these nights), but I plan on attending them every chance I get!

Okay, the Anniversary Cub –

Got it covered in olive drab, servo's installed, pushrods made and getting ready to paint the black/white stripes on the fuse and wing! Side-note about covering, Art has a good analogy about that – the final outcome of your covering is in direct relation to you tolerance of pain. Can't tell you how many times I've burned myself on a sealing iron – and I still don't do covering justice.



Ordered some decals from Callie Graphics (really pleased with them!) and finished the model. I need to seal the decals as they say they are okay with glow fuel, but they say the color may run a bit. All balanced, radio set and yes, for those keen-eyed modelers - I can add wing struts (non-functional by the way). What do you think of Rosie the Rocketeer? I'll get the engine tuned in and ready for the first flight here this month.

### NOW – THE B-25!

Built from a Ziroli plans, this is 103" wingspan and I'm going to power with twin G-23's. Oh, if you have an extra G-23 you are looking to sell, email me ([bgharlesworth@gmail.com](mailto:bgharlesworth@gmail.com)). Otherwise, I'll have to take one out of my Dad's 1/4 scale Cub. Also, if you run across a set of electric retracts (163E from Robart), let me know! I don't have much success with pneumatic 😊. I'd like to not have to spend \$800 on a set of new retracts unless I have to.

Art built the fuse in sticks then I covered in balsa. The key to keep it as light as possible was when I glassed it, I used Z- Poxxy and a thin layer of fiberglass (from Thayercraft.com). I chose the 0.73oz/sq yd style 106 for the glass (\$56 for 5 yards at 38" wide) as I was concerned the 0.56 may be too thin. Believe me, the 0.73 is plenty thin! I mix the poxy 50/50 then add a bit of rubbing alcohol (about 1/4<sup>th</sup> of the total mix) to thin it down a bit. After I lay down the fiberglass, I pour a little on the center of the piece and use an old business card (or old playing card) to smooth out to the edges. Don't hurry, you have plenty of

time. I allow the poxy to be pushed into the balsa and have an epoxy brush to help in some areas. I suggest doing this over a piece of wax paper as it will run a bit off the ends. Big hint I learned: when dried, do NOT use an X-Acto knife to trim – I use about 240 grit sandpaper and easily sand the edges and it comes off perfectly without the possibility of gouging your wood. This is the under-hatch of the wings/body.



Next up, I covered the “fabric” pieces of the tail with some Coverite I had (I guess they don’t make this any longer?). Look close and see the ply blocks for control arms on rudders.



Now, when I paint these, I will not try to make them look like metal – as they were fabric on the full scale! It’s okay to see the weave. Yes, I thought about just using the long pin method and just use the two natural hinges (and they were built that way) but decided to make this a flyer

and not so much a show piece. If you know me well enough, I’m a 10’ guy – stay away 10’ and see how it looks 😊! Pic update with the fins glued on (and pinned for added strength).



Okay, enough for this month – I need to get on the wing of this bird. Have you ever done hot wire foam cutting??? Also, I’m a nut for having multiple projects (no wonder I can’t get them done timely).

Any guesses as to what this is? One my very favorite personal aircraft and I started it over 6 years ago, just now pulling it out of the attic to started sheeting (wings/tails are already foam build cut/covered).



(Mystery airplane of the month #2)

What’s on your building board?

# Safety Corner

## First Aid Field Kits, Injury Management & Prevention Guidelines and “HOT PROP!!”

By Glenn Minor

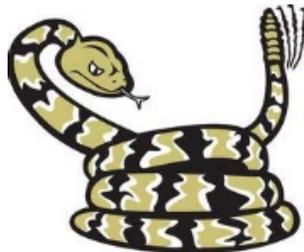
### First Aid Kits

Folks, regarding our new first aid field kits, the board is taking one last look at the list of proposed contents and will be ordering shortly. One kit will be under the field table to replace the (really, really) old one, the second kit will be in the utility shed and available to take while traveling to neighboring club events on request.

### Injury Management & Prevention Guidelines

This really great list was largely referenced from an rcgroups.com article.

- Avoid flying by yourself in remote locations such as most R/C fields, back lakes, etc. Always know where emergency help may be available.
- Let someone else know that you are out flying, including the time you left and an anticipated return time, as well as your mobile number.
- Keep a fully charged cell phone in your pocket - not at home or in the car! This is particularly important if you must fly by yourself.
- If you go out into the woods or the wetlands to search for an aircraft, let someone know where you are going and the maximum time you expect to be gone. Tall weeds and grasses in our wetlands can grow to 6' in peak growing months. Kansas has a few indigenous poisonous snakes such as copperheads and rattlesnakes who may not appreciate being tread on. If there is no one else around, leave a note on your car window with this information. When you return, let the person know that you have



returned. This is much like a Flight Plan that the “real” pilots file.

- When preparing a glow or gas plane, tie it down or otherwise secure it. If someone is helping you, make sure that both parties know what they are doing and do not make any sudden, instinctive moves to correct a perceived engine problem!
- When preparing, carrying or retrieving an electric aircraft, employ a positive “throttle lockout” and/or disconnect the power source in the aircraft. Treat electric-powered aircraft as you would a loaded firearm! [Bob Kopski, first *Model Aviation* electric columnist, always said to treat a plugged-in electric model like a hand grenade with the pin removed! 💣 - - Ed.]



- A full bottle or thermos of fresh water should be part of your field kit at any time. This can prevent dehydration at any time or to cleanse a cut, if necessary.

- Have access to a simple First Aid kit. Keep a kit of basic materials in your car or flight box. Take a few minutes periodically to confirm that it is where you think it is and that it contains some basic materials that you might want.



- Our most likely injury is a laceration due to a prop strike. If you have only one item available in your kit, it should be rolls of gauze bandage. You have to stop any bleeding! Everything else can wait.
- You may have to support the injury. Wrap an injured finger and then wrap it to an adjacent one. For a hand or arm injury, wrap it and then support it in a sling or sleeve.
- If the injury is serious enough to require immediate professional attention, do not bother applying any antiseptic; the professionals will have to wash the injury anyway. 🚑
- Remember to replenish any items you used from the First Aid kit.

- Watch for shock! Even a minor cut may induce some degree of shock, whereby you suddenly feel weak, dizzy and/or you may fall. For most injuries, sitting or lying down and keeping warm and calm will overcome the feeling. Make your helper aware of your symptoms.

- If you are seriously injured, do not try to drive yourself. Call for, and wait for, help. There is at least one documented case whereby a modeller sustained a significant hand injury, started to drive to the hospital, then passed out from shock while driving and hit a tree. He died! This is where flying alone, especially in a remote location, magnifies the potential post-injury hazard. 🚗

- Make sure someone else knows what has happened. If there is only the injured person or one other, use a cell phone or neighbor's phone and contact someone else. Ask them to come out and remain with your gear and the injured person's vehicle. Update them periodically after you have reached medical assistance. 📞

- When did you have your last tetanus shot? This is a deadly disease. Its cause can be precisely the kind of conditions that you may have encountered at this time. Tetanus shots should be renewed every (10?) years – ask your doctor what is treatment, you should be asked about your tetanus shots and you may be given one at that time.



- In the event of a major injury, you should **call 911**, rather than trying to transport the person.



**To Avoid Needing First Aid Kit:**

**Yell “HOT PROP!!” or Something Similar** 📣

Just as we loudly and clearly declare intent to takeoff or land, announcing intent to carry a running or electrified aircraft from the bench to the flightline is equally or perhaps even more important for everyone’s safety.



Research for an existing standard declaration didn’t yield much so my humble suggestion is we adopt the phrase “HOT PROP!!” as our standard for letting everyone know to provide a clear path and save the bandaids for another day.



If there is already a standard phrase, thanks for sharing at our next club meeting!

Glenn



## **The P-Factor**

*By Patrick Deuser*

Greetings fellow Model Masters!

Welcome to the April edition of the P Factor. I hope this note finds you and your families all staying safe and healthy! Hopefully, the blustery winds of March and early April didn't blow you away. Much better flying weather is right around the corner. There is a lot of great flying activity coming up.

We are blessed to have at least 3 full scale airshows relatively close in the next few months. First there is the Sound of Speed Airshow featuring the Thunderbirds the first weekend in May in St. Joe Missouri. Then in June we have the Thunder Over the Heartland Airshow in Topeka on June 26<sup>th</sup> and 27<sup>th</sup>. Then the Kansas City Airshow July 3<sup>rd</sup> and 4<sup>th</sup> featuring The Blue Angels in their new F-18E/F Super Hornets. I hope you all can get to at least one of these shows. They all have some really impressive acts lined up. What a way to get inspired!



We have our own impressive lineup of events coming this year. The Jayhawk Open is only about 3 weeks away. It will be a little more difficult to plan this year because we are all out of practice because we have not been able to host an event for so long. We also cannot pass around sign-up sheets at the meeting. We will need help with set up on Friday afternoon, Saturday morning final set up, help with registration and selling raffle tickets, help with parking, tear down help Sat afternoon as well as whatever else we may need help with. The Friday set up crew will have lunch at Conroy's Pub at noon on Friday May 7<sup>th</sup> and then get out to the field around 1:30 to set up. Please let me know how you want to help.  

I want to give a shout out to Ed Everett and the mowing crew. They have a challenging job in the spring to keep the field mowed as the grass grows so fast. It can be a real challenge with the spring rains and the crew does a good job trying to mow Thursday or Friday so the grass is short for the weekend flyers. If it is deemed to be too wet by the crew they will mow as soon as possible after it dries enough to not leave ruts or big grass clumps. Please be patient as they are all volunteers and personal schedules don't always mesh with weather conditions. One option to always be able to fly is to have at least one plane with bigger wheels.



And finally, a reminder about the informal swap meet at the field after the meeting on Saturday. It will begin around noon and there is no charge to sell or shop. Since the major area swap meets were cancelled this year we thought this might be a way to get airplane stuff into the hands of folks that could actually use it. The club is not doing this to raise money but if you wanted to make a donation, I am sure the club wouldn't mind.

Hope to see you all Saturday at the zoom meeting and at the field afterwards for the swap meet. Until then....

Gentle winds and soft landings,

Patrick

