



JAYHAWK MODEL MASTERS NEWSLETTER

**AMA Club # 2013
June, 2016**

Gary Webber, Editor

June 11 Meeting

Smith Center at Brandon Woods
4730 Brandon Woods Terrace
Lawrence, KS
8:00 AM – Breakfast
9:00 AM – Business Meeting

Schedule of Events

- June 11: Monthly Meeting at Smith Center at Brandon Woods
- June 18: [Blue Sky Open](#)
- June 25: [Jayhawk Float-fly at Clinton Lake, Bloomington Boat Ramp #7](#)
- July 16: Monthly Meeting
- August 13: **National Model Aviation Day Fly-in**
- August 20: Monthly Meeting
- September 17: Monthly Meeting
- September 24: [Jayhawk Big Bird at Clinton Model Airport](#)

Facebook:

<https://www.facebook.com/groups/132391945409/>

Web Site:

<http://www.jayhawkmodelmasters.com/index.html>

2016 Officers

President	Gary Rauckman
Vice President	Kyle Walker
Secretary/Treasurer	Rob Dewhirst
Field Safety	Scott Borton
Board 3yr	Jim Morris
Board 2yr	Phil Abbadessa
Board 1yr	Mike Weinsaft
Newsletter Editor	Gary Webber

News-wrap

Late May and early June were wet and cool, so pilots walked gingerly in the pits to avoid mud and standing water. Despite the soggy field, the usual suspects made good use of the few sunny calm days.



On May 21, BC brought a plane he calls "Mexican Restaurant" for obvious reasons. It bears traces of BC's innovative building skills.



Steve and Nick were also at the field, punching three dimensional holes in the sky.

The Board of Directors met in May and decided that the raffle plane for the Float-fly would be a [Phoenix Model® Super Cub PA-18 GP/EP ARF 90.5"](#) with [Hanger 9 floats](#). The retail value of this combination is over \$600, so join us at the Float-fly for a chance to win this beautiful Cub!

Patrick has been busing cutting keys for the new locks at the airport. We will probably begin handing them out to members at the June meeting, so bring your keys and turn them in for an upgrade.

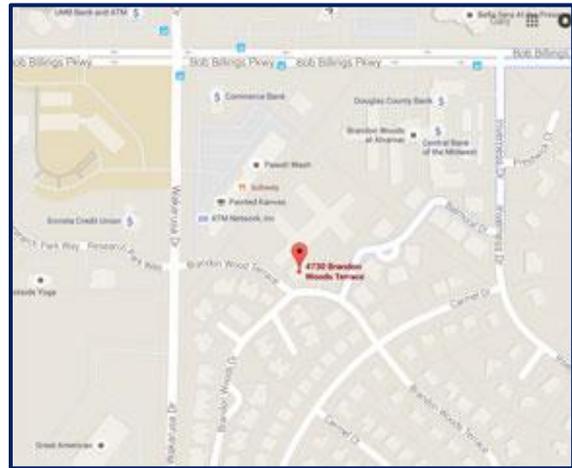
In further BOD action, starting with the Float-fly, food will be provided by local food trucks. This is an experiment to see if providing food in this way reduces waste, cost to the club, and effort required to make cooked food available.

Finally, the June meeting raffle plane is a [Phoenix Model 1/4 MXS GP/EP ARF 65.5"](#).



This is the first meeting in our new venue, the Smith Center at Brandon Woods, 4730 Brandon Woods Terrace. Take Bob Billings parkway west to Wakarusa, and turn left. Just past the strip mall on the

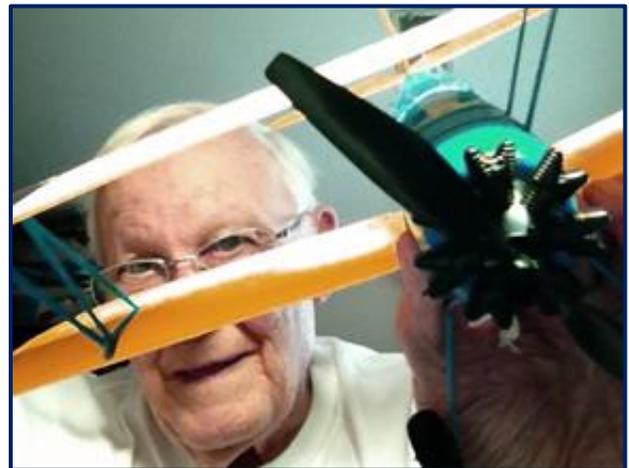
east side of Wakarusa, turn left onto Brandon Woods Terrace. The Smith Center is on your left after about a block.



Getting to Know You Nate Ericson

Our member profile this month features long-time member Nate Ericson. Nate is a great story-teller, so I asked him to tell us a story about himself.

I was called into service 1943 with 103 Division, and outlasted the Battle of the Bulge. It was beautiful to see the P47's when the sun came out. After getting a BS in Architectural Engineering at KU, I was recalled in 1951 to train engineers to build airfields in Korea. I practiced architecture from 1949 to 1994.



Ann and I were married in 1949, and were together for 65 years, until she passed in August of 2015. We were blessed with three children; Lisa works for medical supply firm, Kristen is a nurse at LMH, and Steve is an aerospace engineer with The

Spaceship Company.

My hobbies include woodworking, photography and TV. Modeling began very early with all balsa stick rubber models that flew perfectly straight and level for 150 feet. Nobody told me that they could circle and climb! I later started Ericson Model Supplies. Starting out I had a chunk of balsa, a gallon of airplane cement, and a few supplies. I sold an Atom .09 engine. This time was the start of kit bashing and design and built models.

Flying today is small electrics as I am unable to manage large gas. I still prefer .40 size gas, but they are two finicky for a 92 year old. I helped to obtain the JMM airport from Corp of Engineers and laid out the runways in an L-shape to fit the terracing. The best time I have had with JMM was the evenings we got together in Elkin's basement, modeling and telling lies. I learned a lot.

I taught Steve, a 60's long hair, to fly his kit bashed Carl Goldberg's Falcon tail dragger powered by an OS .19 (we did not want to overpower). I made a loooooong takeoff, and handed him the transmitter. After a few minutes gaining altitude, he rolled and looped and landed perfectly. He turned out an excellent pilot, RC and full scale.

Thanks, Nate, for providing this fun glimpse into your obviously full and happy life! We value your contributions to JMM!

Electric Fly-in

May 14 dawned cold, cloudy, and windy, not the best conditions for flying electric aircraft (or anything else for that matter.) However, RC pilots are a rugged lot, and by 9:00 there were two-dozen cars in the parking lot.

Blue Sky Squadron was well-represented as always. Their support of our events is critical to our success, and is a strong reminder for us to reciprocate that support. Their next event is the [Blue Sky Open on June 18](#). I hope to see you there!

A number of JMM pilots participated,

including your editor. I didn't make notes about the pilots, so please excuse me if I include some of the following photos with pilot names missing.



This beautiful Cessna 310 was pre- maiden, and the Blue Sky pilots were conducting taxi tests.



Patrick and Mike flew their customized delta foamies.



Mike helped Zach launch.



Another Blue Sky beauty!



Many gorgeous planes were itching to fly.



Dave launching his semi-profile mustang.



George flew his new Phoenix Edge 540 ARF.



Your Editor brought his Joker 48 kit foamy.



Scott preparing for takeoff.



Dave's Phoenix spitfire.



The Beast landing.

Thanks to Jim Morris for the excellent photos!

You Should Read This!

I hope many of you read the feature article in the May edition of *Model Aviation* titled "Fostering an Active Flying Club in the Modern Era". Dave Scott offers some excellent advice on avoiding the gradual decline that many RC clubs are currently experiencing. The article is too long to include in this newsletter, but I will summarize his strategies for maintaining a vibrant club.

- Introduce yourself to spectators. If they express an interest, invite them to check out the airplanes and visit with the pilots.
- Have all the printed forms needed to

join AMA (even though they join online) and the club, plus literature on a good RTF trainer ready to hand out at the field.

- When talking to potential members, avoid tales of failure, crashes, club politics, and the potential high cost of the hobby (including our club dues, AMA membership, and FAA registration). Focus on the fun of flying, recent technology that makes learning to fly easier, and the benefits of club membership (excellent airport, experienced members who can answer questions.)
- If they bring their equipment to the field, avoid criticizing their setup, but focus instead on helping them by checking to make certain the plane is airworthy, and getting them into the air as quickly as possible.
- Avoid recommending the latest and greatest equipment and setups that match **your** interests. Instead, offer practical advice that offers the greatest likelihood of **their** success.
- Elect leaders who actively fly and have a personal stake in maintaining a pilot-friendly club.
- Foster an environment that promotes flying and encourages people to have fun and pursue their own particular interests.

My personal view is that the FAA is already working hard to kill our hobby; we don't need to help them by scaring away potential members. Instead, let's help them get into the air; the rest is easy!

See you at the June Meeting!