

# **JAYHAWK MODEL MASTERS NEWSLETTER**

Jayhawk Model Masters | AMA Club #2013 | June 2021

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

## **Editor-in-Chief takes Vacation!**

*-Second string takes over*

### **Schedule of Events:**

#### **Club Meeting in June**

Breakfast at 8am

Club business 8:30am

#### **Location: Blue Sky Open Fly-in**

Their Field is at 69<sup>th</sup> and Paulen road on the Southeast side of Topeka. (4535 SE 69<sup>th</sup> Street)

### **2021 Flying Events**

**June 19** - Northeast Kansas Blue Sky Squadron open fly-in (JMM June Club meeting)

**June 25-27** Forbes field full scale air show

**July 10** - Jayhawk Float Fly (Clinton Lake)

⇒ **Note date change** ⇐

**July 17** - Capital City RC Club Warbirds over Lake Perry fly-in, (not limited to warbirds, any type of model airplanes welcome)

**July 24** - Jayhawk Model Masters Fun Fly (contests!)

**August 22** - Capital City RC Club Memorial fly-in

**September 18** - Northeast Kansas Blue Sky Squadron Big Bird fly-in

**September 25** - Jayhawk Model Masters Big Bird

**October 9** - FAE (Topeka) open fly-in, rain date October 10

### **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



*Young pilot gets back in the air!*

## **Mike Randel Takes to the Skies!**

*By Scott Stordahl*



After a fifteen year hiatus, one of JMM's members has re-earned his wings. Mike Randel took full advantage of the beautiful weather at the completion of our Electric Fly-in to re-maiden an old bird. A little TLC to the glow engine along with minor servo repairs made the Sig Kadet Senior was all that was necessary to make it air worthy.



Say cheese!

A week later the expiration date of the Sig Kadet Senior came due and in flight the wing separated with the fuselage. Gravity became the pilot and both made it back to Earth. Jayhawk Model Master NTSB agents were dispatched to the field to perform a full investigation. While it will take months for their final report, initial suggestions are that Mike install wing dowels and rubber bands on all of his planes to ensure two positive wing hold down systems.



Mikes thumbs still work!

Next up, a Frankenstein plane is being assembled in Mike's hangar. If you have attended the build nights on Zoom you may have already seen it. The fuse is constructed with three 1 inch laminated styrofoam pieces. All servos are mounted on the exterior, including the throttle. The wing is an orphan from planes gone by. Hope to see the monster fly soon, good luck Mike!



## **Electric Fly-in**

*By Scott Stordahl*



*Flock of Cessna 170s*

The field was wet, the clouds were thick, but neither could hold off the 28 registered pilots that wanted to get some stick time. Pilots came from near and far and Wichita too!



*President with his latest electric bird*



**Doug Crumley from Wichita**



*Photo Courtesy of Vernon Nelson*



*Photo Courtesy of Vernon Nelson*

Thanks Vernon for all the nice photos!



## Shop Time

By Bob Charlesworth

Simple updates this month as I am ready to get some of my built birds in the air!



### THE B-25 – Gosh that is BIG!

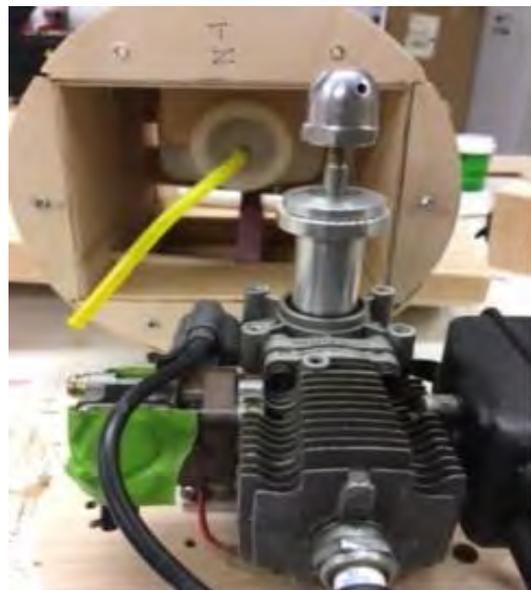
Reminder that it is a build from Zirolis plans, 103" wingspan and powered with two G-23's. Again, if you have an extra G-23 you are looking to sell, email me ([bgcharlesworth@gmail.com](mailto:bgcharlesworth@gmail.com)). This month, I thought it would be interesting to see where the servos are being mounted. As for the Rudders, they are mounted in the stab! Low profile/light servos (as we have to watch the weight back there due to the long moment of the aircraft).



Because of that, I mounted the Elevator servos toward the front part of the fuse just behind the top turret with carbon fiber pushrods and braces for no slop. All radio gear is forward of that as well, just behind the pilot area.



Next hurdle – what about landing gear, tanks, and throttle servos. Man, those nacelle's are going to have lots going on in them.





Next month I will be on the wing and figuring out the flap structures!

Finally, did you guess what is on the next building board?  
It is a Piper Malibu of course!



Started with the help of AMA Plans (great service by the way) and was originally for a rubber powered model, plus I used a 3-view from the factory (which was not that detailed or helpful), scaled it up and will use a 2.0 Baby Sach's gas powered engine for it. Ends up being about 70" long and 104" wingspan so right at 1/5<sup>th</sup> scale. Not perfect, but recognizable 😊



**What is on your building board?**

## Thanks from the Capital City Club President!

**Hello JMM Pilots and friends,**

Capital City RC Club would like to thank everyone from JMM Club for attending our first fly in of 2021. It was good to see you guys and fly with you after the long covid spell over the last year and a half. I think everyone had a fun, relaxing, enjoyable day at our fly in, We were thankful for a little breeze all day.

Thank you George Jones for flying the American flag for the National Anthem, that is so neat to see and how it's done.

Capital City RC club is looking forward to attending JMM events throughout the rest of the year for some good fun camaraderie among our clubs.

Thanks again JMM Pilots.

**Sincerely,  
Capital City RC Club members**

Club President, Ed Renyer



Jim and his Valiant at Capital City



## 2022 Build Contest

Do not forget the contest is just around the corner, plan your build now.

- \$10 entry due by December 1<sup>st</sup>
- Model must be declared at time of entry
- No ARF's
- Projects started in previous years allowed, just need to finish it before the 2022 Jayhawk Open.
- Big prizes

# Why the *Monocoupe*?

By Mike Weinsaft

What a great question. Why do I have a fascination with the Monocoupe?

One of the great virtues of Monocoupes is their versatility, which I hope to point out with this article.

In the earliest days of aviation history every single flight in the nineteen-teens, was tempting fate. Almost any part of an aircraft might fail, from engines, radiators, struts, and even fuel tanks. There were dozens of cables which attached or controlled various control surfaces which also might fail.

In 1927 most planes were open cockpit biplanes. To go flying inherently meant to be exposed to both the rush of the air and its temperature. In this environment, businessman Don Luscombe and (racer and designer) Clayton Folkerts laid out the design for the first version of the Monocoupe, a two seat, side by side enclosed cockpit monoplane (reportedly chalked out on a hangar floor to Luscombe's own dimensions)! It was priced **for the "everyman"**. **This was decidedly** romantic in nature since you could take your wife (or best girl) flying and her hair would not get messed up by either the slipstream or a flying helmet. Not only that, but you could also actually converse in a civilized manner and be heard.



1928 Velie Monocoupe Model 70

One of my earliest Monocoupe experience was simply by chance. At age 16, my father invited me to go along to the local airport while he took a lesson. I had nothing to do, and it being a pretty day, I just started walking around to see what planes I might be able to see. On my second row of hangars, about halfway down I saw an open hangar **with some "old guy" working on a white high-wing plane.** I lingered (and stared) just long enough for him to ask, **"hey do you want to give me a hand and hold this piece?"** He was most genial, and the work went fast. We were working on the smoke system of his Monocoupe named Little Mulligan.



Mr. Mulligan ( a Howard DGA-6)

I don't think it really dawned on me that he might be special. He thanked me and said he was Harold Neumann. Harold was a famous racing pilot in the 1930's and '40's, probably most famous for having piloted Benny Howard's Mr. Mulligan to victory in 1935 winning both the Bendix and Thompson races!

In the early thirties, Monocoupes had developed a reputation winning local air races, often beating out planes with much larger engines. Benny Howard was noticing this phenomenon. At the time, biplanes were preferred for their strength and bracing.

Low wing monoplanes were also an accepted standard as racing planes. Benny Howard and Gordon Israel designed "Mr. Mulligan"; a high wing monoplane somewhat based on the smaller Monocoupe. It turned out to become a legend in the history of aviation racing.



1930 Monocoupe (Coolbaugh)



Early '30's Coupe on Floats



Woody Edmondson's Lil Butch in the Smithsonian

In 1946 airshow pilot Woody Edmondson began flying a clipped-wing 1941 Monocoupe (110 Special). It had a recently added Warner 185hp Super Scarab engine and an Aeromatic pitch propeller which allowed for **inverted flying and plenty of "Go"**. Woody distinguished himself as an aerobatic pilot in 1946 and 1947 by placing second at the Miami Air Maneuvers aerobatics competition, in 1948 he won the first International Aerobatic Championship. Woody continued his airshow acrobatic flying during the 1950s. In 1979 Woody was inducted into the Virginia Aviation Hall of Fame.

Finally, there is the Frankenstein of Monocoupes, the Mullicoupe. Friends Bud Dake and Jim Younkin brewed up the idea of a **"morph" of Monocoupe and Mr. Mulligan** using a Wright 985 engine. The first of them flew in 1989. To read more on the history of this beast see the article by Mr. Bud Davisson. ( [www.airbum.com](http://www.airbum.com) )

Depending on the year (1927 to 1948) and the model, Monocoupes could be anything from an easy Sunday flyer like the Velie to an Aerobatics plane to a wild and woolly race plane ... **Or in some cases a combination thereof. And in summary ... I just think they are beautiful especially the Model 90A**



## The P Factor

Welcome to the June edition of the P Factor. I hope this note finds you all healthy and staying cool.

We had a great turnout for our electric fly in! I was concerned the Friday before because of the heavy rains and standing water at the field. I thought for sure we would have to cancel. Once the decision was made to have the event the team sprang into action. Pallets and junk OSB were delivered by McCray Lumber and temporary bridges were built to cross the waterways. In all I believe we had 28 pilots register. The day started out cool and windier than forecasted but eventually became sunny and the winds died down for a beautiful afternoon of flying.

One of the great things about this club is the fact that there are always folks willing to help fellow modelers. That was evident when Mike Randel was having problems getting some of his old glow engines running. Scott Stordahl, George Jones, and Jim Morris spent the better part of the afternoon working to get Mike's engines running. One of the engines was on an old Kadet Senior that Mike had. The airplane had a few issues and Scott was not taking no for an answer and worked till it was again airworthy. I was selected as test pilot and the plane flew beautifully. Mike got a chance to fly for the first time in 15 years! He did really well! It was great to see guys coming together to help another modeler!

As I mentioned last month, Brandon

Woods is not quite ready to have us back for in person meetings. The board believes that we are ready to try some in person meetings. We also want to support the Blue-Sky Squadron because they are always so supportive of our events. They are having their open fly-in Saturday and will have biscuits and gravy and cinnamon rolls available to purchase for breakfast. We will have a brief meeting starting at 8:30. Breakfast will be at 8:00. Their Field is at 69<sup>th</sup> and Paulen road on the Southeast side of Topeka. (4535 SE 69<sup>th</sup> Street) There will be an older Christen Eagle ARF Kit given away to one lucky club member who shows up for the meeting. So, bring an airplane and come join the fun!

Next up for our club events is the Float Fly on July 10th. We will be talking about it on Saturday. If for some reason you cannot make the in-person meeting, please join us at one of the Thursday night zoom meetings so that you can be informed and share your input on how to make the float fly and the club even better.

That is all for this month. See you at the field. Gentle winds and soft landings,

- Patrick

