

The logo features a stylized Jayhawk bird in profile, facing left. The bird's head is red with a yellow beak and a blue eye. Its body is composed of several horizontal stripes in red, white, and blue, suggesting motion or speed. To the right of the bird, the text "JAYHAWK MODEL MASTERS NEWSLETTER" is written in a bold, blue, sans-serif font, with "JAYHAWK" on the top line, "MODEL MASTERS" on the second line, and "NEWSLETTER" on the third line.

**JAYHAWK
MODEL MASTERS
NEWSLETTER**

**AMA Club # 2013
Year 2015**

www.jayhawkmodelmasters.com

Facebook at:

Jayhawk Model Masters

August 15 Meeting

Wounded Warrior Fly-In

***No meeting @ Hy-Vee
Meet @ the field***

Schedule of Events:

Aug. 15, Wounded Warrior Fly-In

Aug. 15, Cap City WW Fly-In

Aug. 18, Barby & Fly Night

Sept. 12, KCRC Warbird FlyIn

Sept. 12, Salina Giant Scale

Sept. 19, Blue Sky Giant Scale

Sept. 19, SMRCC Float Fly

Sept. 26, Jayhawk Big Bird

2015 Officers

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Vice Pres.	George Jones	727-5970
Sec/Treas.	John LaGesse	760-2543
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Editor, yrs	Gary Rauckman	843-3281

News-wrap

Now I know why we call this the "dog days" of summer; it's so hot in July not much is happening. In other words I didn't see any events to go to that were near by, but maybe I have tunnel vision and didn't see the obvious.

I did talk to George Jones and Patrick Deuser about the up-coming Wounded Warrior (WW) Fly-In and realized for the first time they are serious about the "In the Can" competition. Even Bill Elkins called me to say he has some refrigerator boxes if we need them to set up the event. Both George and Patrick are trying to either repair or come up with something they can use. I just about have a plane ready as well.

Wounded Warrior Fly-In

This will be primarily competition events, but we won't prevent anyone from flying. You just might have to wait a while if you don't bring something to compete with. As a suggestion you need to bring a 40 size aircraft that you won't mind crashing. We will likely do events such as "climb and glide", "touch and go's", Limbo etc.

The final event, if you have an airplane left will be the infamous "In the Can". You will get 3 attempts to fly into the front door of the cardboard "Outhouse". See video on the website. We might even do combat if we have enough interest. So make this a priority, "It's Goina be Fun".

Oh... did I say, The landing fee and donations will go to the Wounded Warriors. Bring Money! Bring Spectators!

Projects

You guys are again real quiet about any current or future projects; maybe that means there are things in the works? I am just finishing the rebuild of the CMP AT-6 with the Saito 1.70 Radial. I just need to install the cowl and it's done. I added flaps this time around, so I'm hoping that will help eliminate the snap roll tendency of the aircraft. Previously, the elevator input had to be very limited. I'm hoping to get back on the CGRC Jets A-10 project this fall. Let me know what you're doing.

2nd Annual JMM RC Auction

You probably know by now that the Auction was postponed until Oct. 17. It will still be held at Fred's Hanger. Fred had some difficulty getting it completed in time for us to have it there last July. So plan ahead and get some stuff ready. The Big Bonanza will be saved for this event.

New Products

Some of you guys probably already know that Seagull Models is coming out some more products. One is a 75" T-34 that is suitable for glow, gas or electric power. It will require a 90-120 glow, 20-22 cc gas, or a power 110 electric. It features fiberglass cowl, 2 painted pilots, and can take optional retracts. \$330.



Another aircraft is the 71" RV-8 for \$291. It requires a 91 glow or 20 cc gas engine.



August 15 Club Meeting

As you can tell from the calendar, we will not have our regular meeting since we will be at the field for the WW Fly-In. We may have a small informal meeting around noon.

Ground Level Pilots Build as well as Fly
August 11, 1965 JW Archives, Edited

Building and flying model airplanes is a fascinating hobby for hundreds of people. Generally they fly for personal satisfaction and an urge to compete at annual events such as the Heart of America Radio Control Flying Meet at Richards-Gabaur Air Base in Kansas City.

One organization designed to promote the activity in Lawrence is the Jayhawk Model Masters, a club with 40 members that fly on Sunday afternoons, and every other Wednesday evening at the Broken Arrow Park south of Lawrence on Louisiana Street.

Pilots in the club range from a milk delivery man to a college professor in the KU Engineering School. Others include Students, architects, construction foremen, chemical plant engineers, and farmers. All have nothing particular in common except the hobby of model aircraft.

One of the interesting facets of model flying is radio control or "RC." George Leinmiller, 1616 New Hampshire, says, people fly for the personal feeling of accomplishment after building a model aircraft, and the competitive urge to build better and fly better than the next guy.

In building an RC rig, Leinmiller said, the average adult beginner will take about 10 hours to construct a simple RC airplane. At the other extreme, he said, are the guys that build the large multi-channel airplanes that will take about 100 hours to build. Large scale models might take years to complete.

Expensive aircraft duplicate all the maneuvering capabilities of real aircraft, including throttle control, operating retractable landing gear, cameras, and wheel brakes. At the moment brakes are not too useful since most of the planes are hand launched because of the lack of a hard surfaced runway. Leinmiller said, "the city has appropriated funds for a paved area, that once constructed, will allow the planes to takeoff and land like their large counterparts, rather than acting like miniature lawn mowers in the park grass.

Pilots normally fly their planes within a half mile radius. Generally, the plane can be controlled as long as the pilot has the plane in sight. The unavoidable question is, what does the pilot feel like when he crashes or loses his aircraft because of radio trouble? Leinmiller's feeling is, it hurts to lose the first one, but if the pilot gets used to the idea that eventually he's going to crack it up, the loss isn't so bad.

Most fliers are always building planes to either add to their collection or replace ones that crash. This way, the pilot is always in the flying game, if he should lose a model.

ROUND ENGINES

Author Unknown

We gotta get rid of those turbines, they're ruining aviation and our hearing...

A turbine is too simple minded, it has no mystery. The air travels through it in a straight line and doesn't pick up any of the pungent fragrance of engine oil or pilot sweat.

Anybody can start a turbine. You just need to move a switch from "OFF" to "START" and then remember to move it back to "ON" after a while. My PC is harder to start.

Cranking a round engine requires skill, finesse and style. You have to seduce it into starting. It's like waking up a horny mistress. On some planes, the pilots aren't even allowed to do it...

Turbines start by whining for a while, then give a lady-like poof and start whining a little louder.

Round engines give a satisfying rattle-rattle, click-click, BANG, more rattles, another BANG, a big macho FART or two, more clicks, a lot more smoke and finally a serious low pitched roar. We like that. It's a GUY thing...

When you start a round engine, your mind is engaged and you can concentrate on the flight ahead Starting a turbine is like flicking on a ceiling fan: Useful, but, hardly exciting.

When you have started his round engine successfully your Crew Chief looks up at you like he'd let you kiss his girl, too!

Turbines don't break or catch fire often enough, which leads to aircrew boredom, complacency and inattention. A round engine at speed looks and sounds like it's going to blow any minute. This helps concentrate the mind !

Turbines don't have enough control levers or gauges to keep a pilot's attention. There's nothing to fiddle with during long flights.

Turbines smell like a Boy Scout camp full of Coleman Lamps. Round engines smell like God intended machines to smell.

July 18 Club Meeting

For some meaning, the attendance numbers were down to 15 for the July meeting. I guess you guys weren't excited about the Great Planes Piper Cherokee we had for the raffle prize. Gary Webber had the only show and tell and it was the Phoenix Edge 540 that he had just won at the June club meeting.



The "540" needed 5 oz of nose weight after Gary installed a Rimfire 120. He said the wing tube was pretty sloppy, so he shimmed it with tape. Its interesting that the orange came with red wheel pants. It's a Chinese thing I guess? Gary had incorrectly added upthrust to the motor which lead to a discussion as to whether that was correct or not. The treasure reported that we took in \$323 when this aircraft was raffled in June. As I recall several members got into some ticket buying competition. I trust they will bring that same attitude to the Wounded Warrior Fly-In.

The Mowing committee chairman reported that it would be nice if we had a compressor to blow off the mower when we are finished each week. The club immediately requisitioned the purchase. The club agreed to payoff the remaining Solar system loans this month. Kyle Walker won the GP Cherokee

Wounded Warrior Fun-Fly

Aug. 15, 2015

9:00 AM

Location: Below Clinton Dam, Lawrence, KS

***Contest Coordinator: Gary Rauckman
785-423-2700 rocketman200@juno.com***

By: Jayhawk Model Masters

\$10 Minimum Pilot Donation

Mostly Competition Events

Bring Fun-Fly Airplane & Others

Climb & Glide, Limbo, Touch & Go, Musical Planes

Combat and

"In the Can"Crash into the Outhouse



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