



**AMA Club # 2013  
Year 2018**

*Gary Rauckman, Editor*

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

**Jayhawk Model Masters**

**Sept. 8 Club Meeting**

**Smith Center @ Brandon Woods  
Lawrence, KS**

8:00 AM – Breakfast  
9:00 AM – Business Meeting

**Schedule of Events:**

**Sept. 8, JMM Club Meeting**

Sept. 8, KCRC Warbird Fun Fly

Sept. 8, Salina Big Bird

Sept. 15, Topeka Big Bird

Sept. 15, Airport Camp, Lawrence

**Sept. 22, Jayhawk Big Bird**

Sept. 22, SMRCC Float Fly

**2018 Officers**

President	Gary Webber	312-4840
Vice Pres.	Dave Alexander	393-7857
Treas.	George Jones	727-5970
Fld Safety	Bill Elkins	691-5122
Board 3yr	John LaGesse	760-2543
Board 2yr	Wayne Donovan	609-6748
Board 1yr	Jim Morris	691-7706
Editor, yrs	Gary Rauckman	423-2700

**News-wrap**

It seems that this is the time of the year that all the jet hobbyist start speculating on what the next release might be. Last year it was the Freewing F4 that caught everyone's attention. This year all eyes are on HSG and the rumor that they will soon be releasing a very large airliner. Word is that it might be as large as 120" and powered with 4 90 mm EDF's. More rumors say it's a 747 and will be limited to only 300 units total; 100 to US markets.

## Oshkosh 2018

Other speculation surrounds Freewing's new release, but they are more tight-lipped and make it hard to find out anything. I put my bid in for a Russian water bomber; the Beriev Be-200, but got no response. I may have to scratch build one, but that would be a monster undertaking.

So, on to another subject. How about we surprise everyone and take a Convoy to the Topeka Big Bird next Sat. Sept. 15. After all that's why we moved up the club meeting to this coming Saturday. Hope to see you there.

Books to Read:

### ***To Caress the Air: Augustus Herring and the Dawn of Flight – Book Two***

Model Aviation Hall-Of-Fame recipient, Dave Gierke has written a biographical novel about American pioneer aviation. *To Caress the Air: Augustus Herring and the Dawn of Flight – Book One* was designated an Amazon "Best Seller" thanks in part to the support of AMA members! *Book Two* was officially launched on September 1st and is now available for sale to the public.

The story is based on the brilliant, but unrecognized American aviation pioneer – *Augustus Moore Herring*, who unlike the Wright brothers, believed that *flying models* were useful for developing full-size, man-carrying aeroplanes. During the 1890s Herring designed, built and flew many gravity-powered gliders and twisted rubber-powered craft. In 1902, Herring engineered and fabricated the world's first practical internal combustion model airplane engine, which he used to power a successful free-flight model in January of 1903; this engine served as the basis for Model Aviation Hall-Of-Fame recipient, Ray Arden's first engine in 1907.

I was able to go to the Oshkosh AirVenture this year for the first time in at least 10 years; here are some of the highlights from my perspective. There appeared to be 2 Yak 55's throttling up for takeoff. Once in the air it was now obvious that it was basically a twin Yak 55 with 2 fuse's and a common wing. Then to my surprise the craft launched vertical with the sound of jet power. That's exactly what it was; a jet powered twin fuse Yak 55. It put on an amazing airshow.



I also enjoyed for the first time the flying display of the Air Force F-22. A pair of F-22's put on an amazing airshow by themselves. They continually wowed us with full-afterburner passes and vertical climb-outs. I have a whole new respect for this aircraft; I had always looked upon the 22 as a somewhat boring aircraft

For the first time, I saw an aerobatic routine performed with a very stock looking A-36 Bonanza. I'm not sure how it might have been modified, perhaps an oil sump that allowed for inverted flight. It was a very smooth routine and entertaining.

Finally included in the multiple fly-bys was a Mig 17 that always displayed a stream of exhaust fire every time it passed by. It was really fun to watch.



We did walk through some of the vendor buildings and caved-in to purchase some of the available toys. One being a pocket drone. More on that later.

### ***Peter Sripol***

Peter Sripoll is something of a legend in the DIY RC aircraft crowd. He's friends with Flite Test, and there he built an enormous RC cargo plane that could easily carry a small child aloft. Now, Peter is aiming a bit higher. He's building an ultralight—a manned ultralight—in his basement. It's made out of insulation foam.

Yes, this ultralight is constructed out of insulation foam, but you can think of that as just a skin. The real structure here comes from a wooden frame that will be fiber-glassed. The design of this aircraft is an electric, twin-engine biplane. The relevant calculations have already been done, and Peter is already flying an RC scale model of this craft. So far, everything is not as sketchy as it could be.

As with any, guy builds an airplane in his basement' story, there must be a significant amount of time dedicated to the legality, practicality, and engineering of said plane. First off, the legality. Peter is actually building an ultralight under Part 103. The certifications for a Part 103 ultralight are much more lenient than the next step up in FAA-certified aircraft, a light-sport or experimental aircraft. An ultralight is not required to have an airworthiness certification, and pilots of ultralights are not required to pass any tests of aeronautical knowledge or hold a medical certificate. Yes, legally, any moron can jump in an ultralight and fly. Think about that the next time someone brings up the Part 107 'drone' certification.

Peter's plane can weigh a maximum of 254 pounds and should not be capable of more than 55 knots in full power level flight, while having a stall speed that does not exceed 24 knots. This is slow for a Cessna, but just about the right for the gigantic remote-controlled planes Peter has already built. A few years ago, Peter built a gigantic remote-controlled cargo plane out of what is basically foam board and a few aluminum tubes. The construction of Peter's ultralight will be a highly refined version of this. He's using foam insulation sheets for the body of the fuselage, reinforced with plywood and poplar struts. This foam and wood build will be wrapped with carbon fiber and fiberglass sheet epoxied, and hopefully painted with flames on the side.

The use of poplar is a bit curious for an ultralight aircraft. For the last hundred years, the default wood for aircraft has been either spruce or Douglas fir. The reason for this choice is the strength to weight ratio; spruce and Douglas fir have the highest strength to weight ratio of any other wood.

Poplar, however, is ultimately stronger and available at his local home improvement store, even though it does weigh a bit more. If Peter can keep the weight down in other areas, poplar is an excellent choice due to cost and availability. To sum up, the completely finished and flown aircraft was on display at Oshkosh. You can see a flying video of the aircraft by searching online. See photo below



### ***July 21 Club Meeting***

We had 22 members at the July club meeting; 7 who arrived after breakfast. We didn't have a true show and tell as far as new aircraft, but George Jones brought gas engine powered aircraft to demonstrate how to "time" the engine. That meaning where to set the pickup ring on the shaft so that it sparks at about 30 degrees before TDC. I'm sure there were some who gained from this demonstration. Thanks George. I took photos but I can't seem to get them to download.

George also gave the treasurer's report; it showed are balance to be \$3475.79. It was reported that Mike Weinsaft wrote a thank-you letter to Zack Stephens parents regarding the planes that they donated to the club. They responded with a very kind and meaningful letter. This was good. Thanks Mike.

We discussed the possibility of preparing and selling sloppy Joes at the Big Bird Fly-In, but since have settled on a barbeque food truck. George Jones won the door raffle prize; I believe it was an aerobatic aircraft like an Extra 300? We will raffle a brand new Saito 150 this Saturday. It was donated by Bill Elkins; I think Bill is trying real hard to be totally electric.



Some of you might have noticed that the local airport scheduled the Airport Camp for middle school kids on Sept. 15, the same day as the Blue Sky Fly-In. Gary Webber has agreed to make the sacrifice to still teach the basic aeronautics class while many of us go to Topeka.

The board has decided that we should have a work day on Oct. the 6<sup>th</sup>. So be sure to put that on your calendar.