



**AMA Club # 2013
Year 2015**

www.jayhawkmodelmasters.com

**Facebook at:
Jayhawk Model Masters**

October 17 Meeting

**Fred Heinecke Barn
868 E 1600 Rd
Lawrence**

**8:00 AM – Preliminaries
9:00 AM – 2nd Annual Auction**

2015 Officers

President	Gary Webber	842-8426
Vice Pres.	George Jones	727-5970
Sec/Treas.	John LaGesse	760-2543
Fld Safety	Darrel Cordle	766-8001
Board 3yr	Don Boucher	331-8939
Board 2yr	Mike Weinsaft	843-3052
Board 1yr	Scott Borton	218-7429
Editor, yrs	Gary Rauckman	843-3281

Schedule of Events:

**Oct. 17, Club Meeting & Auction
868 E 1600 RD**

Oct. 20, Barby & Fly

Dec. 5, SMRCC Swap & Shop

News-wrap

Well, now that all the flying events seem to be behind us, we can focus our attention on the building and swap meet season. And speaking of that, how about our own 2nd Annual JMM Auction this Saturday. I can't wait to see what kind of money our club might make on the auction and specifically on the Jerry Frazier Top Flite Bonanza. This kit is now bringing as much as \$325 bare bones on RC Universe. But this one is built and ready to cover with retracts, light kit, and interior kit. Bring money boys, this is not for the faint of heart. Bring chairs & tables too.

Also, I will soon be putting together a reservation for tables at the SMRCC Swap-n-Shop. Let me know if you want a table(s) or floor space(s).

Ok guys let's not be so private about your building plans this winter; in fact, it would be cool to follow you in your month by month building progress. I will be waiting with anticipation.

I personally haven't decided myself. In some ways I would like to build an all new Reaction 54 Jet aircraft with modifications and stronger retract mounting supports. If you guys could show me an easy way to remove covering, maybe I will rebuild and recover the one I have. The Chris Graham A-10 is also waiting as well as the all wood Sunset A-10 kit. I have been collecting some Chris Graham composite parts this year that will also fit the Sunset A-10. And let's not forget that TopFlite T-34 Jim Morris.

Oh, speaking of T-34's, did you guys see the new Seagull T-34 that just hit the market? Perhaps I should start with that. It is somewhat smaller at 75" but still a decent size and might fit the RimFire 120 sitting on the workbench. Wait just a minute, I just discovered an 80" Spitfire in the Seagull catalog; now that's what I'm talking about. It will take a Saito 180 or a 40cc gas motor. Finally, a place for that Saito 200Ti. The "Spit" includes retracts at \$363.



New 2016 Club Officers

As mentioned at the last club meeting, we will need to elect a full compliment of officers for next year. So, some you guys who have been watching and learning from the sidelines, it is now your turn to step up to the plate and make yourself available. More on that next month, so for now, "I will listen off the air".

"Kit Bashing is my reason for being in the hobby.....if it's normal.....I didn't build it"

(quote attributed to Nate Ericson)

September 12 Club Meeting

For some reason we had only 19 members at the September meeting, however we did welcome a new member by the name of Wayne Donovan. Wayne is from Lawrence. By the way, should we send out a "Kloeppe Alert", not a single one of them have been seen over the last 3 months or so; perhaps they all went south with the winter migration.

Our only "show & tell" was by George Jones; he was showing the 96" Telemaster that he recently restored back to life. It otherwise came with an OS 120 Surpass and glider tow release. Here is George standing next to the Telemaster tail section and also the Phoenix S Bach Raffle aircraft that he also won.



The treasurer's report was given by John LaGesse showed that our current financial position was at \$4546.20 and that the monies earned for the wounded warriors was \$430.

Old Business included information on the Big Bird Raffle prize of an 81" J-3 Cub. We also identified Bob Sharp and Scott Borton as the cooks for the event. A report was also given regarding the gate and barrier project. The City Parks & Rec. has now donated a used but good 15' gate to us. No date has been set for a work day to install.

Gary Webber reminded the club that the clothing store is not being used as yet and offered some suggestions on how to use it. Rob Dehirst was available and showing a \$5 roll of shrink wrap that holds glue.

Jayhawk Big Bird

We had a beautiful day, 25 registered pilots, and lots of spectators. It was obviously a huge success. I think I counted 11 pilots from the Topeka Blue Sky club alone who came to support our event. I wish we could get that many to attend their events. One pilot came from Manhattan and one from Haysville, KS. The Haysville pilot was also the most senior of the group; 85 year old CP Comegys.

We also had a huge variety of aircraft that included a 1937 Quaker Old Timer flown by Suman Saripalli, a 108" Sopwith Pup flown by Greg Inkman of Topeka, the 144" Carbon Cub flown by Vernon Nelson also from Topeka, and many more. I hope you didn't miss this one.

I understand that there were at least 2 other flying events in the KC area on the same day, consequently, there were no pilots from KC at our event. I don't quite understand how this keeps happening. Anyway, we were pleased with the result for this year.

One of the highlights of the day was the taxi test of Bill Miller's huge Cessna 310. This "bad boy" has a lighted instrument panel, and a step ladder that retracts with the landing gear.



Pictured below is John Dalton dragging his 77" Byron Staggerwing to the startup area. John says the Zirolli Beech he crashed last June is structurally complete and ready to cover with aluminum panels.



I did manage to get my Yak 108 in the air one time, but damaged the freshly repaired landing gear supports again on landing. The Shockjet didn't fair as well as I tried to burn the tail off several times during startup.

The Yak 108 right after takeoff and the gear still down and locked. I think my granddaughter took this photo.



This photo by Mike Weinsaft shows the 110" Rearwin Speedster on takeoff. It is flown by 85 year old CP Comegys.



Unfortunately, not all aircraft returned in the same condition as they left if you know what I mean. Greg Inkman appeared to lose battery power when his large 108" Sopwith Pup stayed in a knife edge all the way to the ground. I think one aircraft ended up in the tall weeds east of the field, and a Sig 4-Star 120 flown by John Shewanick cart-wheeled on landing and broke in several pieces. Otherwise, it was a fine day for all that participated

Topeka Blue Sky Fly-In

The Blue Sky Fly-In had 33 registered pilots, and they had great weather as well the week before our event. Pictured below was an excellent flying P-40 preparing to takeoff.



George Jones is letting the smoke out of his 96" Edge 540 in this photo.



Most of the aircraft were lined up for display to spectators prior to noontime.



More Fly-In Photos



***Wayne Hittle's Hanger 9
Model 12 Beast***

***A Giant Scale "Mr Mulligan"
Pilot unknown***



***Another Old Timer with
OS 120 Twin***



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