JAYHAWK MODEL MASTERS NEWSLETTER

Jayhawk Model Masters | AMA Club #2013 | December 2020

jayhawkmodelmasters.com

Club Meeting, December 19!

Club members, watch your email for ZOOM meeting details!

Schedule of Events:

December 19th, Club Meeting
Vote on next year's officers!

January 16th, Club Meeting
Meet the new year's officers!

TBD, Swap Meet
Sell your wares out at the field!

2021 Flying Events

May - Jayhawk Open
May - Jayhawk Electric
June - Jayhawk Float Fly
Sept. - Jayhawk Big Bird

2020 Club Officers

President	Patrick Deuser	785-766-2604
Vice Pres.	Scott Stordahl	816-215-2880
Treas.	Dave Alexander	785-393-7857
Fld Safety	Darrel Cordle	785-766-8001
Board 3yr	Glenn Minor	785-331-7863
Board 2yr	Mike Weinsaft	785-843-3052
Board 1yr	John LaGesse	785-760-2543

Newsletter Committee: Dave Alexander, Scott Stordahl and Glenn Minor

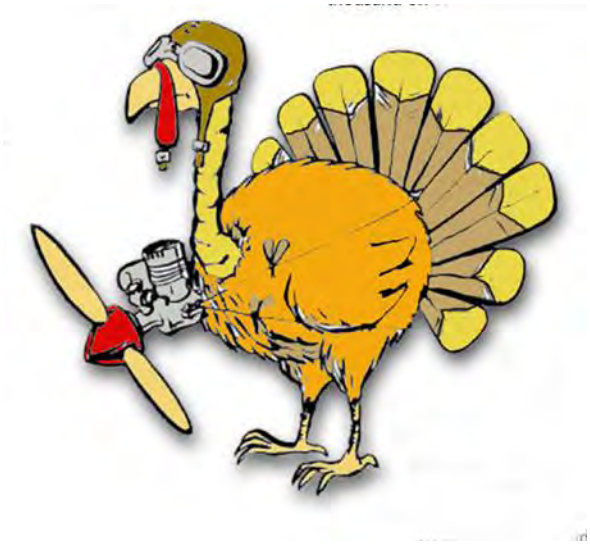
First Human to Go Faster than the Speed of Sound!

Chuck Yeager (1923-2020)

As we all mourn the loss of one of the greatest pilots in history, we should remember his many aviation accomplishments, none more spectacular than breaking the sound barrier.

On October 14, 1947, while piloting the Bell X-1, Captain Charles Yeager reached speeds greater than those ever achieved before. Over the Mojave Desert, he piloted an aircraft named "Glamorous Glennis" after his beloved wife. Reaching speeds in excess of 660 miles per hour, Chuck ensured the history books would forever speak his name.

Throughout General Yeager's life he continually proved he was made of the "Right Stuff."



November Zoom Meeting Recap *from Scott Stordahl*

The November meeting started promptly with an introduction of our newest member, Willem Anemaat. He is currently not an RC pilot but wants to learn. Dave has already committed to helping Willem on the club trainer as weather allows. Welcome aboard!

A rather lengthy 'Show and Tell' followed which was great as recent Zoom meeting have been lacking in this department.

- ***Steve McArthur-*** Pixhawk drone.
- ***Phil Abbadessa-*** Waco YMF-3.
- ***Glenn Minor-*** USAC Knight Hawk.
- ***Ed Everett-*** Sig J-3 Cub.
- ***Bill Elkins-*** reminded us he has planes and equipment on the website for sale, check it out!

OLD BUSINESS

We are still accepting applicants for the Newsletter Committee, if interested please reach out to any of the board members.

Ed Everett will be taking over the mower scheduling as Crew Chief for the coming year and allowed Gary Webber to twist his arm to fill in as Maintenance Chief too!

Patrick mentioned the workday at the field is postponed after he replaced three split rail fence posts by himself. He really is a one man show, I watched him finish up the last one.

NEW BUSINESS

Officers and Board members were nominated:

- *Jim Morris* accepted Treasurer.
- *Patrick* and *I* agreed to continue in our current roles.
- *Glenn Minor* to step down as a board member for Field Safety Director.
- *Michael Randel* and *Gary Webber* agreed to fill the two open At-Large Board positions.

Nominations will still be accepted up to the official vote held during the December meeting. If anyone would like to volunteer, please do!

Since both the December and February swap meets have been cancelled, it was suggested that we host one at the field. Time TBD, but expect March or April as a prospective time. Also on the horizon is weekly build nights on Zoom, stay tuned.

Gary Weber provided the following updates:

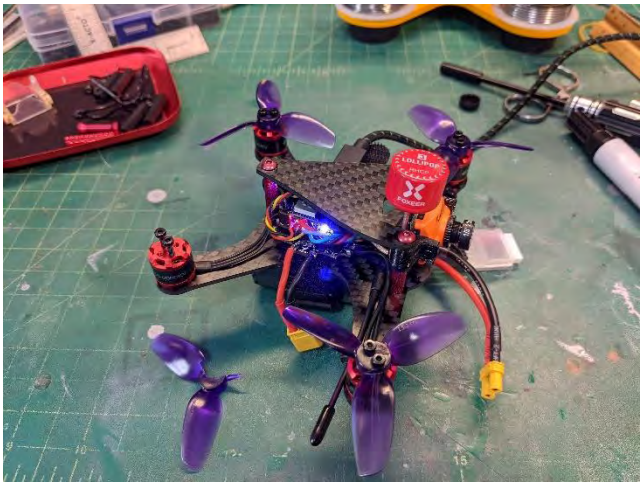
- Still looking into new lens for camera at the field.
- The new weather station recently replaced is operating flawlessly.
- New batteries in the shed are a year old and proved to be a wise investment.

Show and Tell

by Scott Stordahl

Steve McArthur showed off his small Pixhawk drone he recently completed and teased us with a much larger drone he began working on. He also volunteered to paint Martini Racing Stripes on my North Star like those adorning the walls of his man cave.

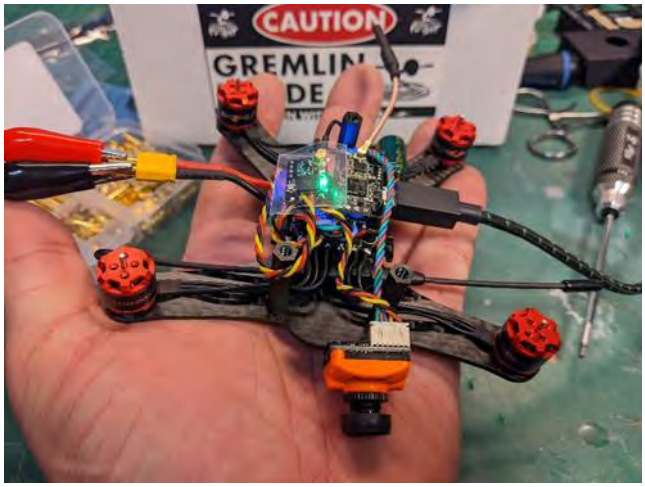
Steve suffered a broken prop on his first flight.



Since Steve is new to the hobby, he wanted a small trainer that would go together quickly but was not interested in buying a ready to fly drone, because he likes figuring out how the pieces work together. The kit is from Flite Test and targeted towards beginners and STEM programs.

The frame is the Deadcat Gremlin with the Turbo Gremlin Power Pack. The power pack includes four 1106-6000kV motors driving 2.5" propellers and the HGLRC F28-TX20 V2 stack. This is a 20mmx20mm stack with a flight controller, 4-in-1 ESC and a video transmitter. The only pieces missing are a camera, a receiver, and batteries. During assembly I did run into one problem. Steve upgrade the nylon standoffs needed to mount camera with knurled aluminum standoffs and also swapped out the included video transmitter antenna for a Lollipop style antenna.

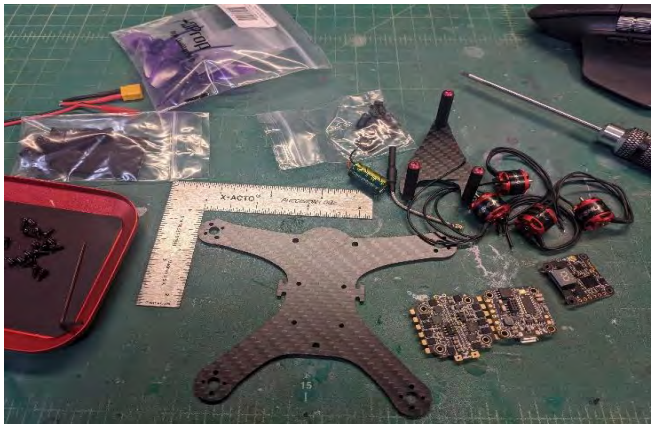
Steve used his Radio Master TX16S with the TBS Crossfire Micro Tx kit that fits in the transmitter's JR bay. This came with 3 Crossfire Nano receivers and TBS Immortal T antennas that he ended up using in this build. “Building the drone was straight forward, it all went together over a weekend.”



The drone’s flight controller uses Betaflight firmware, along with Fat Shark Scout FPV goggles to work with the camera.

Later in the day, after the Zoom meeting, Steve had a run of bad luck, he explains, “I ended up losing the drone in the woods around Prairie Park/Mary's Lake in southeast Lawrence Saturday afternoon. The thing is so small I lost situational awareness as to which way it was pointing and then lost sight of it completely. I searched for it but gave up when it started raining.”

Steve bounced back and bought a second kit



Phil Abbadessa presented a freshly covered Waco YMF-3 complete with a 4-Star flair.

Phil purchased the Dave Platt kit for $90 at the Shawnee R/C swap meeting last December. Due to the pandemic, he took his time on the build so he would have something to do. Phil started in March and is 95% complete. He spends about 2-3 hours a day working on it. “The kit is from about 1976 and the wood was in excellent condition and quality. Instructions were pretty good for the most part, but some needed extra work until I figured out what they meant,” Phil explained.

Glenn Minor provided great pictures of his USAC Knight Hawk with a clean OS46AX and 2200 mAh LiFe battery.

Glenn told us, “Patrick gave me this plane as a rebuild opportunity this past summer. It is made from a material called Coroplast.” This is his first glow fuel plane since getting back in the hobby. Glenn is very excited to expand his experience, with flying electrics the past few years, he chose to give glow planes another chance. The great sound and glow fuel smell took him back to his early days.

He even enjoyed a flight with assistance from Patrick and George.

In the end, popsicle sticks were all that was needed, courtesy of Bill Wachspress, placed under the trailing edge of the wing to adjust the plane's tendency to climb.

Ed Everett shared his partially build J-3 Cub. It is from a Sig kit and is awaiting a Saito 100 for the nose. He says, "It'll fit completed inside the cowling, so I won't have to make any ugly cutouts (I think George's L-4 has an inverted Saito 100 in it)."

First shot at fiber-glassing.

Ed only used Titebond lll and epoxy to assemble since he does not need the speed or expense of CA.

"I'm not 100% decided yet, but I will probably cover it using Sig Koverall. Color will be standard Cub yellow," said Ed.

Search for the First RC Pattern Plane

from Scott Stordahl

Last month's 'Pioneers of Aviation' article inspired me to continue exploration into the history of our exciting hobby. My recent attraction to pattern ships from the '70's led me down the path of searching out the first RC pattern plane. To my amazement the plane in question is one most of us have heard of and many have had in their hangar a time or two. The ever-popular ***Astro-Hog***, currently available as a kit from Sig; as it has been for decades. I was aware of the plane but not its history.

Fred Dunn designed the ***Astro-Hog*** in 1957. Some claim it is a derivation of the Smog Hog, winner of the '56 & '57 Nationals. A high wing aircraft featuring rudder and elevator controls, as seen below.

Fred's ***Astro-Hog*** utilized a low wing configuration and the addition of ailerons. Success of the design came to fruition at the 1958 Nationals, dethroning the Smog Hog in spectacular fashion by placing first, second, third and fourth.

Astro-Hog

by FRED DUNN

Ailerons and the low wing—out-of-this-world maneuverability—an airplane to top anything so far in multi RC. Plans on next two pages.

► A low-winger for radio-control? What's the deal? Well, give-a-listen fellows for some interesting clues from one of the most gratifying RC projects this modeler has ever had the pleasure

Fred Dunn with Roy Downs' Astro-Hog—orange and blue with silver trim. Note open cockpit.

Going by in the background, Bob Dunham's Astro. Good pilots do four-point rolls—so help us!

Berkeley Models began producing the kits for the everyday low price of $15.95 stressing its success in competition.

The ***Astro-Hog*** is credited as the first successful low-wing aileron-controlled R/C model. Its flight performance was described as revolutionary, smooth, and graceful; controlled acrobatic maneuvers were now possible! This innovative model became a common sight at flying fields around the country. Unfortunately, the planes greatness was not enough to save Berkeley Models. The company went out of business, only producing the kits for 3 years. Regardless, the Astro-Hog established itself as a legend against which new designs would be measured.

Sig Manufacturing Company eventually procured the rights to the old Berkeley kit line. Sig's current kit has been modernized with the following deviations from Fred Dunn's design:

1. Construction has been simplified.
2. Wing dihedral reduced.
3. Strip ailerons replace the barn door style.
4. Bolt on wing eliminates the rubber band mount.
5. Conventional landing gear is swapped out for tricycle.

Purists recommend building from Fred's original plans but with the Sig kit still available it may be easier to bash the kit to your liking.

Astro-Hog spawned Fred's next creation, the Astro-Bipe. Described as fully acrobatic, it displayed its capabilities at the '59 Nationals, dubbed America's First 'National' Championship Air-Model Meet because it featured pilots from each state. While the biplane does not share the winning pedigree of the original Hog, it is also available from Sig under the name ***Hog-Bipe***.

'Nothing flies like a HOG…'

Whether you like your Hog's with one wing or two, Sig can scratch your itch. The Hog's closed out the 50s but could not handle what the swinging 60s was about the throw at them. Pattern ships with names like Tauri, Orion, Taurus, and Daddy Rabbit were too much, as a new era of acrobatic flying was upon us.

Safety Corner

Paint Those Props!

By Glenn Minor

Whether you are flying electric, glow or gas, knowing where your otherwise invisible propeller blades are at high RPM can make the difference between a good or bad day at the field.

One particular method that works well, as opposed to spraying or brushing, is dipping your propeller tips in a capful of your choice of brightly colored paint.

The dipping method is simple and quick and eliminates the extra work of prepping an area required for spray painting. There is also no taping involved which takes extra time and does not always stop paint from going where you don't want it.

Painting those propeller tips not only gives your plane a more authentic scale look, but most importantly improves safety of operation for you and anyone else that may be helping prep your aircraft for flight.

Thanks to RC Video Reviews for providing the image content for this article.

Click the link below to watch his video on painting propeller tips and see you at the field!

Tech - Painting RC Warbird Prop Tips
Painting RC Warbird Prop Tips

The Way It Was . . .

By Dave Alexander

In March of 1997, Jayhawk Model Masters were meeting at Country Kitchen (where Oriental Bistro and Grill on 23rd St. is now).

Officers included:

- Greg Lehman, President
- David Alexander, VP
- Dale Heiserman, Sec/Treasurer
- Gary Rauckman, Newsletter Editor

Our net worth was $4085.47, and we had 54 paid members. Apparently, the year before we had 96 members unless that is a typo!

Gary Rauckman hosted the first ever "model talk" that month, and Bill Elkins was on deck for hosting the following month. There was a long discussion about training, with Tuesday evenings designated "Training Night". Jerry Lee suggested the club give each trainee a logbook and have the instructor sign off when the student was trained. There was also discussion of developing a training syllabus, and Greg Lehman and Bill Elkins agreed to work on the training program. *[I remember seeing that stuff at the old clubhouse, anyone know where it ended up?]*

Jesse Longoria made a motion that the club pay the dues of the newsletter editor, which passed unanimously. Gary Heiserman showed off an Ultra Sport he had been working on for 4 years, and the covering job was described as "stunning". Jerry Frazier brought a Legion-Aire sailplane he was recovering and restoring. It was 25 years old and had a 12' wingspan.

A signup sheet was passed around for people to cook hot dogs at the Clinton Lake Cleanup that April, and four guys with pickups willing to go around to the various sites and pick up the bags of trash. In preparation for the May fun fly event, the Prez. put out a call for information on "the whereabouts of poles, stakes, timers, PA system, radio impound RF checker, or any other related stuff. Rewards will include a weekend's use of the club condo and Corvette." There was also a note that someone had used a 4-Wheel drive vehicle to retrieve a downed plane out in the hay field and left obvious ruts. Members were asked to use common sense and not drive in the rough when the ground is wet to avoid doing anything that might antagonize the Corps of Engineers. *[Amen!]*

Gary Rauckman won the raffle prize, an Ace 12v battery charger, and CW Holt won the Gal-O-Fuel (the forerunner of our now-defunct club weekend flyer raffle). That "officer's table effect" was influencing the raffle even back then.

The P Factor

Greetings fellow Model Masters!

Welcome to the December edition of the P Factor. I hope this note finds you all staying safe and healthy!

This month I was lucky enough to venture out to the field on several occasions. I was able to help Glenn re-maiden the USAC Knight Hawk shown elsewhere in the newsletter. I was expecting a pretty tame first flight since the airplane had previously been owned and flown a lot by Greg Kloepper, but that turned out to not be the case. Upon takeoff, it climbed like a homesick angel. Full down elevator trim and still climbing. It was the first time I have ever flown final approach with a LOT of down elevator. Luckily, we got it down in one piece and were able to make some adjustments and by the end of the day it was flying halfway decent. I think with a few more adjustments Glenn will have a serviceable beater glow plane to fly on days when conditions are not perfect.

Come to think of it, we all should keep a plane like that, something that we can take out to fly no matter what the weather is. It makes you a better pilot and it is a lot of fun to expand your comfort zone. That also makes flying at events and at other fields that much less nerve racking.

Let us all try to set a goal in the new year to get out and fly at least once a month. I used to fly every month and I quit doing that and Covid happened. I think in 2021 I will try to start another streak to see if I can top the last streak. 252 straight months is going to be tough to beat. LOL...

At the time I am writing this, the club has now hosted a couple of virtual build nights via Zoom. I think they have gone pretty well with members stopping by and asking questions or talking about their current projects. I know I have learned a lot about indoor free flight, electric motors and some other aspects of the hobby. Its nice to get to talk to folks too since we likely will not be able to have in person meetings or model talk get togethers this winter. The meeting we had Thursday night had a lot of us working in our shops with microphones muted unless we were speaking. It was nice to be able to listen to the conversations and cheerful banter while working in the shop. Please drop in and check out one of the future build nights. Zoom build nights are set up for Thursday nights starting at 6:30 pm. I will typically try to email an invitation out to club members and other interested folks the Tuesday or Wednesday before. If you have friends in other clubs that might like to attend feel free to forward the invitations to them as well. All are welcome! Stay as long as you like.

Be sure to attend our Zoom club meeting on Saturday the 19th. We will be electing officers. If you would like to serve in a position, please let one of the current board members know.

Finally, this month I would like to take a moment to thank each of you for hanging in there in this challenging year. Hopefully by flying season next year things will be closer to normal. Use this winter to build a new plane so that we can all fly together next spring.

I want to close this month by wishing each of you and your families a joyous, safe and healthy holiday season that exceeds even your wildest imagination. I look forward to flying with you all in 2021.

Gentle winds and soft landings,
Patrick