

JAYHAWK MODEL MASTERS NEWSLETTER

Jayhawk Model Masters | AMA Club #2013 | December 2023

jayhawkmodelmasters.com

Club Meeting December 16th

Six-Mile Chop House, 4931 W 6th St,
Lawrence, KS 66049

11:00 a.m.: Lunch & socializing
Noon: Business meeting

Club meetings—normally on the
3rd Saturday of the month
except:

- No meeting in June or
August
- September meeting a
week early

2023-24 Flying Events

*JMM events only. Note new
dates for Rocketman Rally and
Big Bird. Tentative, pending
AMA sanction approval.*

Dec. 31 – Fly In the New Year

Jan. 1 – New Year Freeze Fly

May 4th – Jayhawk Open

June 1st & 2nd – Rocketman Rally

June 22nd – Jayhawk Float Fly (*at
Clinton Lake*)

July 27th – Jayhawk Fun Fly

October 5th – Jayhawk Big Bird

Newsletter Committee: Dave Alexander
(Ed. In Chief), Scott Stordahl and Glenn
Minor

2023 Club Officers

President Mike Randel
(785) 799-5287

Vice Pres. Jim Morris

Sec./Treas. Mike Weinsaft*

Field Safety Mo Belazrag

Board 3yr Patrick Deuser

Board 2yr John LaGesse

Board 1yr Phil Abbadessa

*currently unable to serve for health reasons

**👉 TIME TO RENEW CLUB
MEMBERSHIP!!! 👈**



**DECEMBER MEETING RAFFLE
PRIZE**

Sig 4-Star 60 Kit

OR

Tower Hobbies [cleverly-named]

'Sport' 60" WS, .46-.55 GP EP

ARF

OR

Engine test stand

November Club Meeting

By Dave Alexander



On Nov. 18, Mike Randel called the meeting to order at about 12:50 p.m. at Six Mile Chop House. A total of 11 members were present.

Jim Morris presented the financial report. We started October with \$4,584.11 in the bank. We had income of \$300.62, from the raffle, dues and T-shirt payments.



The only expense was \$100.56 for porta-potty cleaning. Our ending bank balance was \$4,784.17. With \$2,000.00 in a certificate of deposit, and \$387.00 cash on hand, our net worth to begin November was \$7,171.17

The safety officer not being present, there was no safety report. (Nevertheless, stay safe out there!!)

Field Manager Scott Stordahl was present, but had no news to report in his bailiwick.



Old Business:

In December we have our annual vote for next year's officers. Mike announced that we have nominees who have agreed to serve for all open positions.

Nominees:

President: Patrick Deuser
VP: Scott Stordahl
Sec/Treasurer: Glenn Minor
Safety: Vernon Nelson
3 yr Board: Mike Brown
1 yr Board: George Jones

New Business:

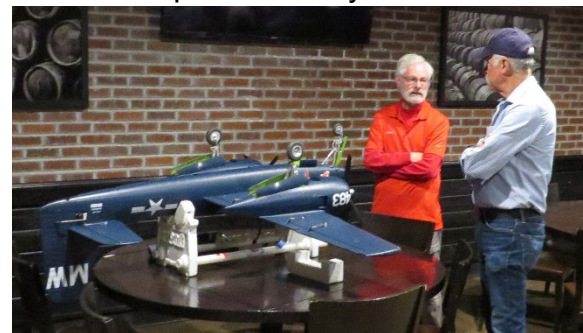
The large quantity of donated equipment in the shed was discussed. We need to make an inventory. Ideally, we should try to sell as much as we can at swap

meets. New-in-box items might be useable for raffle prizes. Also, Nate Ericson has donated several models to the club recently, including a fully-equipped, ready-to-fly Phoenix Texan II (scale model of a turboprop military trainer with retracts). This might make a good raffle prize at a fly-in.



Mike announced dates for next year's JMM club events [see front page of newsletter]. The board decided to do some minor rearranging compared to previous years. The Jayhawk Open was moved a week earlier to avoid Mother's Day and the Rocketman Rally (replacing the Electric Fly In) was moved to the first weekend of June, and made into a 2-day event. Because of those changes, we will now have no June meeting but we will have a club meeting in May. Finally, the Jayhawk Big Bird was delayed until the first weekend of October.

The only show-n-tell was Dave Alexander's FMS F7F Tigercat scale model. It has awesomely realistic shock-absorbing retracts, comes with a built-in gyro, and flies on one 6S 5000 mAH Lipo. Flies very smoothly and lands surprisingly easy for a big (67") twin war-bird.



Patrick (!!) won the raffle and chose the Sig Fazer kit.

From the WAY Back Machine

by Patrick Deuser

After our former long-time editor, Gary Rauckman, passed away, his wife, Kathy, gave me some old club newsletters and things that Gary had saved over the years. It is a gift that I will treasure for years to come. It is my intention to occasionally share some of the info contained in these newsletters here.

This month I am going all the way back to March of 1988 which is when Gary became a member of the Jayhawk Model Masters. This particular newsletter was mailed to our own Nate Ericson (who I believe will be turning 100 years old early next month). Happy Birthday Nate!

The newsletter lists names and phone numbers of instructors at the top of the first page. The only names I recognize are Richard Ballard, Bryan Sorenson and our own Darrel Cordle. I wonder how many folks Darrel has trained over the years?

The club was meeting at the Gaslight Village clubhouse which I think is where the Verizon store is now at 23rd and Iowa street. The guest speaker for the March Meeting was going to be Tom Runge, the president of Ace R/C in Higginsville MO. Apparently at the time there was a real problem with people experiencing "glitches" at the flying field. Tom was bringing some test equipment to run tests on transmitters for anyone that wanted him to do so.

There was a great, very detailed, article that detailed the huge variety of different adhesives available to model airplane

builders and which adhesives were the best to use for various applications.

One of the more interesting articles in the newsletter was an article talking about the price increases of various products from 1985 to 1988 in the Tower Hobbies Catalog. I will list some of the prices from the 1985 catalog below:

Futaba FGK 7 ch radio	\$179.99
Great Planes Super Sportster kit	\$66.99
K&B .40 engine	\$45.99
OS FSR .61 engine	\$99.99
Red Max 10% glow fuel	\$8.57 / gal
Saito .65 4 stroke engine	\$104.99
Sig Kougar kit	\$37.99
6' roll of Monokote	\$6.39

Obviously a lot has changed in the last 35 years. I bet our own Jim Morris probably has some kits or Monokote in his stash that date back that far. Who really knows the treasure trove in his basement?

As for me, in 1988 I had already been flying for about 5 years in St. Louis. I was a freshman at KU but I didn't have a car and had no way to get to the meetings. I didn't bring an airplane back to school with me until the following year when I had my car. Back then we had to park out in the outer parking lot and carry all our gear to where the main N-S runway is now. You really had to love flying airplanes! Things have really changed over the years at our field!

Remote Glow Plug Adapters

Part 1

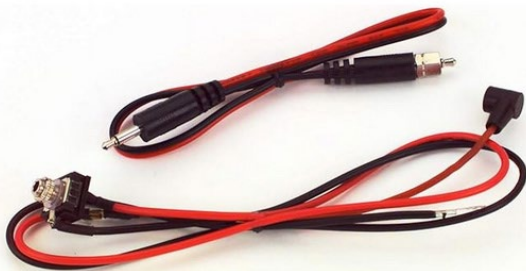
By Glenn Minor

I love glow fueled RC flight. Not to sound biased, I love flying electric too and will continue to fly the clean and quiet from time to time. Electric flight is certainly less fuss at the field, but like so many of us in the hobby, the uniquely sweet smell and smokey goodness from a running 2 or 4 stroke glow engine just make my inner child smile.

One of the biggest fears I've personally had related to the hazards of flying glow was removing the glow driver from a running engine. With fingers just a few inches from the slicer n' dicer, I just don't trust myself to always be diligent and keep fingers clear of the prop now and forever.

I suspect after so many flights I would become too comfortable around the spinning prop so I've explored a few product options to reduce or even eliminate this particular hazard.

The products I review below make it possible to energize glow plugs from far and away from the rotating blades instead attaching glow drivers directly to the engine where perhaps the hazard of physical harm is greatest for pilots.



Hangar 9 Remote Glow Plug Adapter about \$12 from Horizon Hobby.

Hangar 9 Remote Glow Plug Adapter with Starter Adapter (HAN3025)

The Hanger 9 adapter is designed to connect the glow driver with a cable that plugs into the plane

wherever the cable connector is installed. The distinction with this design and a design I'll cover in Part 2 next month, the DU-BRO version, is the DU-BRO is designed to plug the glow driver to a connector directly mounted on the plane fuselage. I don't think one design is better than the other between the two products, just two of the many product options we have.

The image below shows the glow driver and cable connected. The ground wire is attached to the engine via an engine mounting bolt of your choice as shown below. The glow plug boot clips on with a well designed spring loaded clip inside the boot.



Hangar 9 Adapter Pros & Cons

Pros:

- Hazard from glow driver removal from a running engine is all but eliminated when the fuselage plug is positioned far from the engine!
- I love the look of the boot. It just looks more scale then the small clip on the DU-BRO and again is very secure when installed correctly.
- The entire adapter system is easy to install and will likely last the lifetime of the plane.

- The Hanger 9 adapter is relatively inexpensive at about \$12 plus shipping from Horizon Hobby.

Cons:

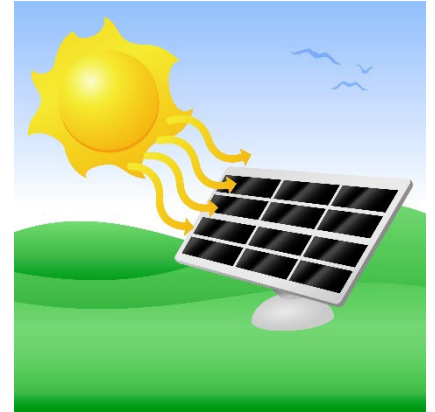
- The 3.5mm female plug connector looks to be designed to be installed on a very thin surface like through the cowl wall which wouldn't gain much from a safety standpoint. The 2-3mm long threaded shaft on the connector is just not long enough to go through a typical balsa model fuselage wall.
- The ring terminal that comes with the Hanger 9 adapter is also too small to be used with mounting bolts on larger engines. For the OS 95 pictured above, I had to replace the ring terminal with a #14 size. The Hanger 9 packaging for the adapter made no mention of the model type or size range this particular kit was designed for and I didn't find alternative Hangar 9 kits.

Next month, in **Part 2**, I will describe DUBRO's system, which achieves the same end with a different design. Both systems share a potential weakness in how they connect to the exterior of the model. So I will also show a simple, inexpensive modification that can improve on both these designs and their connection to the exterior.

If anyone has questions about anything covered in this article just ask!

Glenn

A good epoxy forgives all pilot error.



Solar Power System Down

by Ghost Flyer

As many of you have probably noticed, our solar system has been down for 6 days at the time of this writing. A new project manager joined Cromwell recently and was working through all of the back tickets, which included one opened by us last year.

They came out a couple of weeks ago to pull our batteries and was surprised to find our system running. So, they decided to leave them in and pull up the work order that we had with them. The work order was to upgrade the firmware of our equipment and buy us a battery charger for the Battle Born LiFePO4 batteries that we have for our system. Our intention was to hook our system up to the internet. Unfortunately, our current internet bandwidth is maxed out on capacity and all of our research on increasing it is much more expensive than what we are paying now.

Cromwell plans to come out tomorrow (12/15) and perform the work we wanted and leave the battery charger. Hopefully, when our solar system shuts down again due to low voltage, it will be easier to charge the batteries and bring the system back up.



Farewell From Outgoing President

The Jayhawk Model Masters are about to complete another successful year. We have carried on a tradition of providing an excellent place to fly for our members and our many guests. We held our 5 flying events, obtained our FRIA for the field and initiated night flying on the first Saturday of each month. We owe all our successes to our members' hard work and willingness to invest in our club. Our new shirts with the club logo make us look very sharp when we are all wearing them.

I can take no credit for our many successes this year as I have been guided by many of my predecessors. I must thank several members here. **Jim Morris** went above and beyond the call of duty serving as interim treasurer, vice president, and managing the raffle prizes. **Scott Stordahl** for our FRIA, getting our AMA Sanctions, and our communications regarding meetings, etc.

Glenn Minor for his creative efforts with our flyers, etc. **Patrick Deuser** for his efforts for the night flying and his advice and counsel. **John Lagesse** for his work at the field and at our events. **Spencer Keith** for all his mowing and Scott and George for their work on the mower. **Dave Alexander** for all his hard work on the newsletter.

I am sure I've left someone out and I thank you. It has been a pleasure to be your president for this past year.

Mike Randel

2024 JMM BUILD CONTEST

WHEN

May 4th, 2023
Jayhawk Open

WHERE

Clinton International
Model Airport

1205 East 1000 Road, Lawrence, KS 66047

PRIZE

Sig Hog-Bipe Kit



**OPEN TO
EVERYONE**

RULES

+ Build any aircraft you like from kit, plans, personal design or even ARF.

+ Start a new project or complete one already under construction, just finish and show off at the 2024 Jayhawk Open.

+ Contest aircraft are required to fly at or before the event.

JUDGING

All registered pilots at the event will vote on their favorite model.