



**AMA Club # 2013
Year 2017**
Gary Rauckman, Editor

www.jayhawkmodelmasters.com

Facebook at:
Jayhawk Model Masters

January 21 Meeting

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

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

Schedule of Events:

Jan. 21, JMM Club Meeting

Jan. 28, Salina Indoor

Feb. 4, KCRC Swap Meet

Feb. 11, WRCC Auction

March 4, Springfield Swap Meet

May 13, Jayhawk Open

May 20, Lawrence Airport Camp

June 17, Blue Sky FlyIn ?

June 24, Jayhawk Float Fly

July 15, Jayhawk Electric

2017 Officers

President	Gary Webber	842-8426
Vice Pres.	Kyle Walker	550-6545
Sec/Treas.	Rob Dewhirst	813-1796
Fld Safety	Scott Borton	218-7429
Board 3yr	Dave Burnett	764-9513
Board 2yr	Jim Morris	691-7706
Board 1yr	Phil Abbadessa	918-908-9429
Editor, yrs	Gary Rauckman	423-2700

News-wrap

He's Back; your old newsletter guy just couldn't stand to keep his mouth shut any longer, so here I am until you force me out once and for all. Let's layout the parameters again to prevent any confusion. First off, whatever you read in the coming newsletters may or may not be true; it's up to you to decide what is real or not. At the same time, I will not take any responsibility for your failure to come to a proper conclusion. In other words, we will pick up where we left off. Man. I'm glad we got that straight.

I wanted to build a new float plane this winter but never got around to it, however I found this photo of a Russian Beriev 112 that I really like. Now if somebody just had the plans.



Wright Flyer Sim goes to AMA Museum

When Mike Weinsaft brought a model of the Wright Flyer 3 to the Dec. club meeting, it reminded me of the simulator that was assembled at Oshkosh the last time I could go back in 2003. After doing some research I discovered that it is now being permanently installed at the AMA Museum in Muncie. At least I think it is the same one although I thought it had more wing than the one pictured below.



Other AMA Museum stuff

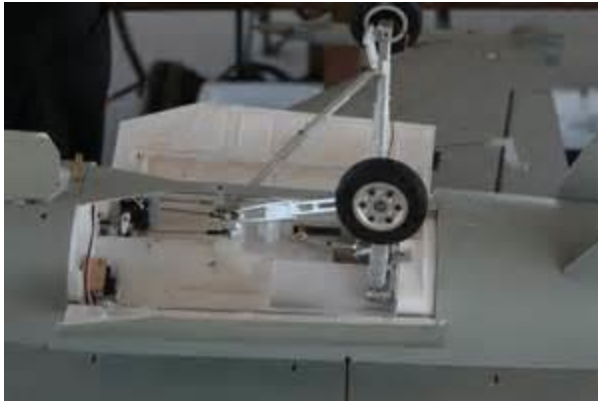
It's hard to believe, but the first RC airplane contest was held at the 1936 Nats. No competitors showed up, but modelers were experimenting. When held again in 1937, there were six entries.

RC Scale aerobatics models trace their history back to two events. The 1st National Multi-Wing Championships, held outside Council Bluffs, Iowa, in 1973, and the Tournament of Champions (TOC), held in Las Vegas, starting in 1974. The multi-wing championships featured something new in RC aerobatics competition: a Freestyle event. TOC introduced scale aircraft flying the same aerobatic pattern flown by full scale aerobatics competitors.

In the museum, models representing both of these areas were recently placed in a new display to make them more visible. One for early RC and one for Scale Aerobatics.

TurboFoam comes to US

Some of you guys may not be aware of the new technology now sweeping the US and other countries. This would be turbine powered foam jets referred to as "turbofoam" HSD is the name of the company that started the craze. Their first aircraft was the F-16, and now recently followed by a Super Viper and a Mirage 2000. They can be purchased with or without a small 60 size turbine. Version 3 now comes with all servos, scale metal retracts, complete lighting system, fuel tanks, and smoke system just add your Rx, batteries, turbine, and go fly. For you non-turbine guys, the same aircraft are also offered as an EDF. See photos on the next page.



Gary Webber returns as President

Those of you who missed the last couple months probably have this figured out. By being an ex-official Officer as Newsletter Editor, Gary was able to return to President after sitting out one year. Obviously, the newsletter was outstanding during this last year, so I want to thank Gary for taking on this task while I barely hung in there as president. Guys, show your support by making every effort to attend the monthly meetings. Speaking of meetings, let's talk about the January raffle prize. I believe it is a 65" Phoenix Sbach. Don't miss this one.

Phoenix Sbach 342



Time to Renew your Membership

Jan.1 has come and past and of course that is our reminder to renew for another year of membership in the Jayhawk Model Masters. We trust that all of you will choose to do just that. We are planning 4 flying events again this year to go with all our amenities. Two runways, a shelter house, bleachers, fenced pit area, airplane stands, storage building, and a solar powered charging station. Did I miss something: Oh Yes, a great group of guys.

This'n that

Hey, I still have that KMP Beaver I traded with Bill Elkins for, and I think I finally have the right motor for it. Some of you might remember that I had a Saito 1.70 radial on it years-ago and it wouldn't quite takeoff. I sold it to Bill and recently traded back for it. I put a Saito 5 cylinder 3.25 on it, but the engine was just too large and heavy. I sold that motor and found another Enya 2.4 twin I think might be just right. This is a very hard engine to find with a great "Harley" sound to it. At least I think the cowl will now fit.

I understand that Kyle Walker has been working feverously on a Top-Flite Giant Scale P-51 Arf; he said he's amazed how much work is there. You just keep working on it and never get it done. I noticed the same thing with the Hanger 9 Corsair; I finally set it aside even though it is 97% done.

December 17 Club Meeting

As I remember, it was a very icy morning and the sidewalk was coated with ice, but a number of us ignored the weather and came anyway. We even had a visitor; his name is Stan Sanger. I hope he decided to join.

I believe treasurer Rob Dewhirst said we have 53 members to end the year with. Now we need to work hard to get them all to renew for 2017. He also announced that treas. Balance is about \$4200.

Show and Tell

John LaGesse brought a 63" P-47 Jug with a Razorback canopy, however I forgot to write down what brand it was. It's equipped with a Rimfire 80, but John says it's a little underpowered and should have a 120 in it. This is a very nice Vietnam made wood kit with sheeted wings and features mechanical retracts and wingtip lights. It uses a 22 volt 5000 mah Lipo. John won the model of the month with the 47.



Apparently, Dec. 17 was Wright Day, so Mike Weinsaft brought his model of the Wright Flyer to show.



Getting to know You
Dave Alexander

My professional career in life was/is University professor and I worked in this field in the following capacities: I have taught biology and done research on the mechanics of animal flight since the mid-1980s, and at KU since 1988. I have written 3 books on animal flight, including one that compares bird flight and human aviation. I have been married to Helen, also a biology professor, for over 30 years. We have two grown children, a son who is an industrial designer in Milwaukee and a daughter who is an economist with the Federal Reserve Bank in Chicago.

My background or temperament appropriately applied to the hobby in these ways: I grew up near Dayton, Ohio, my Dad worked at Wright-Patterson Air Force Base, and I visited the AF museum and the replica Wright bicycle shop many times as a boy. I have been an airplane nut since elementary school.

What/who prompted you to get started in Radio Control and what year was that? Around 1990, I had a rough patch at work, and for my birthday my wife took me to a hobby shop and said "buy a radio control airplane!" I had flown control-line models as a kid with my Dad and brother, but had never flown radio control. That model was an electric-boosted glider, by the way, and I have flown only electric ever since.

The reason Radio Control is a good fit for me: I love aviation (my family might use the word "obsessed"), especially aerobatics and warbirds. Flying R/C lets me scratch that itch with a much smaller investment of time and money than full-scale aviation. (I took flying lessons in college but ran out of time and money and never finished.)



The qualities I appreciate most about the hobby are: The variety of types of models, the opportunity to learn new technologies and try different types of flying, and the challenge of making a model do what you want it to. I am glad I got into the hobby when you had to build a model if you wanted to fly, but I am also glad that I can now buy a model largely built and put my time into learning to fly it rather than weeks or months into assembling it. I also appreciate getting to know and have fun with other folks as airplane-crazy as me (or close, anyway).

The aspect of building and flying that most energizes me is: Making aerobatics look smooth and precise with my aerobatic models, or flying warbirds in a way that makes them look realistic. I also love touch-and-go practice on snow or on water.

What are some specific ways you communicate your hobby to others? I often offer to bring friends and family to the field. Also, I have mentioned the hobby in my books, particularly the one on birds versus airplanes.

Some ways I believe we could make our hobby more appealing to others and draw them into our club are: Specifically invite Boy & Girl Scouts, Boys' Clubs/Girls' Clubs, & high school engineering or robotics clubs to our events. Get more involved with schools.

Social media seems important to younger folks, but I don't pay much attention myself. The ways Model Masters as a club enhances my pleasure of the hobby are: Providing an outstanding, wonderful facility, sponsoring events (I like the float fly best!), and operating on a common-sense, consensus basis without a lot of red tape or parliamentary excessiveness. The can-do spirit of the core members and the willingness of the membership to loan funds for field improvements makes this an organization I am proud to be part of.

Raffle Prize

The default winner of the Edge 540 raffle prize was Patrick Deuser



Club Day Flyer winners included Dave Alexander and Patrick Deuser. They were awarded \$20 each.

Seen at Lawrence Airport

Now that I get to the airport a little more, I happen to see this aircraft just sitting there minding it's own business. The question? What business would that be; perhaps you have the answer?



And finally, for you float fly fans

The mother of all water bombers; 16' wingspan, 70 lbs, 6' tail. This baby is really built to bomb some water.

