



**JAYHAWK  
MODEL MASTERS  
NEWSLETTER**

**AMA Club # 2013  
Year 2013**

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

**Facebook at:  
Jayhawk Model Masters**

**February 16 Meeting**

**JMM Club House  
305 West 23rd  
Lawrence**

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

**2013 Officers**

President	Dave Alexander	843-3960
Vice Pres.	George Jones	727-5970
Sec/Treas.	Jerry Foree	727-5970
Fld Safety	Fred Heinecke	841-0397
Board 3yr	Al Lata	842-3420
Board 2yr	Gary Webber	842-8426
Board 1yr	Jim Morris	865-0952
Editor	Gary Rauckman	843-3281

**Schedule of Events:**

- Feb. 16, JMM Club Meeting**
- Thursdays, JMM Building Night**
- Feb. 14, Franklin Cnty Flyers Club Meeting  
"Wellsville"
- Feb. 23, Wichita Auction
- May 4, Jayhawk Open**
- May 11, Jayhawk Electric**
- June 1-2, Paola Float Fly
- June 15, Lawrence Airport Open House  
JMM Static & Flying Demos

**News-wrap**

Some of you may recall the June 2010 Float Fly; that is the one where Bill Elkins was flying his Mariner 120 and the motor mount broke loose and the motor and prop bored itself in the front of the fuse. See Photo.



I remember seeing the motor missing in the air and wondering how the aircraft was maintaining the CG to stay in a glide to the water. When the airplane was recovered from the water and brought to shore it was obvious what had happened.

Today, the aircraft is in the hands of George Jones and is fully restored. This became George's "winter project" if you will. I understand some of the repairs were made by Nick Chansavaing. An extra access panel was added to the top of the fuse where the damage was located. Here is the restored model:



This is a view of one end of George's new shop at their new location on Stetson Place.

I also hear that George is ready to start on a "Spring Project" That might be one of Hanger 9's new giant Super Cub's. I believe it gets fitted for a G 26.

Speaking of winter float projects, and no float fly of our own, I have been continuing to work on my own Mariner. Remembering how my old one would "rag-out" the covering, I decided to clear-coat the whole aircraft to seal the Monokote seams. I also imbedded all the onboard motor wiring and servo wiring into the motor pedestal.

So, here is a photo of the new Mariner now in yellow and sporting my old Saito 170R.



OK, so much for float planes, lets see, what other misc. can we dig up. Oh yes, George found this photo of an old salesman's suitcase model. This rubber band powered and easy to assemble model is believed to be from 1930 to 1935. It is an Official Boy Scout Model #1 and believed to be used at Boy Scout gatherings to spark interest in aviation.



## ***Jan. 19 Club Day***

Oh, someone left this little trophy on the work table.



Flyers that I remembered included BC and Nick Chansaviang, Patrick Deuser, Bill Elkins, and George Jones. BC was flying this Like-a-Cub. And Nick was flying the 40 size Yak 54 in the bottom photo.



George Jones flew his Extra 330S and the "Das Elder Krahe" that he acquired from Nate Ericson. Photos to follow:



## ***The List of States Considering UAS ('Drone') Legislation Grows***

*From: AMA Today*

The inordinate attention given this issue and the media's exploitive use of the term 'Drone' is fueling a growing hysteria regarding potential abuse of UAS technology. This pseudo frenzy is resulting in a kneejerk reaction by politicians to address public concern. This was most recently illustrated by the actions of the [Charlottesville, VA](#) City Council declaring the city to be a "[No Drone Zone](#)" and associating the domestic use of unmanned aircraft to the militarized drones deployed in the war theatre and the "drone wars" in Afghanistan and Pakistan.

AMA's Government Relations Team is working to evaluate each piece of legislation being introduced and will provide an assessment of the legislation through the Government Relations advocacy page on the AMA website. In areas where potential detrimental impact on model aviation is identified, AMA is taking steps to address our concern with the sponsors of the bill(s) and the legislative bodies. Please check the AMA website frequently for updates on legislative issues that may affect your local community and for guidance from the AMA on how to best address your concerns.

### **Curing a Lean Engine Mystery**

*by Bob Mandeville, Wingbusters Model Airplane Club, Halifax MA*

This was an odd sort of problem. It began when I swapped out the Magnum .91 on my AeroWorks Edge 540 to get some run time on a new engine that I wanted to use on a new project. The new engine started okay, but when it flew, everything seemed to be off. There wasn't the power that I used to have; the high speed needle (HSN) and low speed needle were both way out of adjustment.

I reinstalled the original engine, and had the same problem. Then, just because I had it, I dropped in a third engine—to confirm that it wasn't the engine itself—with the same result. That confirmed it was the fuel system.

The key symptom was that I could not get a good pinch test from the engine. It had all the indications of a lean-running engine. Even with the HSN opened 4-5 turns, I was not getting a pinch check. During that first engine swap, the fuel system had been checked out just to be safe. Obviously, that had to be the reason, but what did I do to create this problem?

The Edge's tank was pulled again and the three-line fuel system was checked over very carefully. After about two beers, my vision suddenly cleared and I had an *aha!* moment. Look at the picture below. What do you notice about the clunks?



Like most three-line systems, this one has two clunks; one to the fill line and one to the carb line. The picture shows one clunk with a large feed hole to let lots of fuel through. The other clunk has just a slit and a small hole. Guess which one was connected to the carb inlet line? Here's a hint: it wasn't the one with the large feed hole. That clunk with the slit would be fine for feeding your .40 or .46, but there was absolutely no way that it was going to let enough fuel in to run a .91. That undersized clunk was the cause of the lean runs. The clunks were swapped and the problem vanished. The clunks had been inadvertently swapped during the rebuild.

This is being written to give folks a heads-up if they run into the same problem somewhere down the road. A clunk is a clunk, right? No, they're not. Ask me how I know!

## ***Jan 19 Cub Meeting***

We had 23 members at the Jan Meeting, however we had no visitors. I talked to Harris Tate and he had the wrong date, and therefore missed the meeting.

President Dave recognized the cooks and their new assistant Mike Weinsaft. Steve Fair and Dave Conradi are the main holdovers and now the Kitchen Commandants. I trust Osha doesn't show up.

### ***Show & Tell***

We had 2 models for Show & Tell this month, and they included George Jones restoration of Nate Ericson's "Das Elder Krahe". I guess that would be translated to say "Old Crow". I'm not sure what all George did to the aircraft, but he did install an OS 56 4-stroke and a 13 x 6 wood prop. The 80" aircraft weighs in at 7.3 lbs.



Bill Elkins brought his new E-Flite Taylorcraft to show, and walked away with the Model of the Month (MOM) for his efforts. The 38" TC is all wood construction and weighs only 2.5 lbs. I believe this is Bill's first e-powered aircraft.



We also had our annual vote for the Model of the Year. As many of you know all 12 monthly MOM winners are eligible for this \$100 high stakes piece of "Funny Money". Put your hands together for Jim Denny, this year's winner.

Here is Jim Denny's winning SS-80 twin. It has a 68" wingspan, and includes two Fox 40 glow motors. This aircraft was originally built back in the 1970's and was recently recovered with MonoKote by Jim to match the SS-120 he recovered for Bill Elkins. This model won Model-of-the-Month for February, and Model of the Year 2012.



## ***In honor of Valentines Day***

*Edited from the LJW*

The Treasurer's report was given by our new 2013 treasurer Jerry Foree. Jerry reported a balance of \$6033.76. Final payments for the mower will come out of this.

Our new Safety Officer, Fred Heinecke said that as a matter of safety that all pilots will be expected to fly in a pattern if other aircraft are in the air. This will be an emphasis throughout the year. He also announced the Feb. 23 Auction at Wichita. I think several car loads may be going this year.

### ***Field Gate***

Until further notice, we are expected to lock the outside gate when leaving the field, even if the golf course inner gate is open. Their gate is currently broken, and cannot be locked until repaired. I believe they are also re-thinking the gate location.

The Nov. and Dec. Gal-O-Fuel was won by Patrick and B.C. respectively. And the Parkzone T-28 raffle prize was won by Dave Alexander (pictured). Both raffle prizes for Jan. and Feb. were donated by Jerry Foree, so, thanks Jerry for your generosity.



I was reading an article in the Journal World last Saturday, and the author was making a comparison of building a relationship with your significant other to building a model airplane.

As we all know, to build a model correctly, you first organize the parts, and make sure the pieces fit together and nothing is missing. Then gradually apply the glue and join the various parts piece by piece until it starts to take shape.

The parts may not fit perfectly. You often have to shave off rough edges, or bend some parts into shape before they fit. However, with energy and care you find it fits well.

Your relationship is like a model airplane. You and your partner are the pieces, and "love" is the glue that joins you together. The binding power of love in a marriage relationship holds high value.

"Enjoy a Happy Valentines Day"

### ***New Pattern Plane Technology***

Some of you guys on the front row are probably way ahead of me on this one. Since most of my focus is on jet aircraft, I fell way behind on the forward progress of pattern aircraft design and their respective power systems.

I was visiting with Vincente Bortone at the KCRC Swap meet Saturday and realized how little I knew. Vincente is a former JMM and a pattern flyer with the Hillsdale Barnstormers. He said about 95% of all competitive pattern machines are now electric and are featuring contra rotating propellers. Apparently Mike and Andy Gaishin of Gaishin Mfg. are building the gearboxes for these aircraft.

The counter rotating drive swings a pair of Gaishin handmade carbon fiber props, and the motor used is a stock Hacker C50-14XL. Wow, I wonder what these bad-boys cost?

With this system the motor torque is taken out of the equation, and the ability to hold the aircraft straight in and out of maneuvers becomes much easier and more precise.

The double prop setup generates a huge braking effect when the throttle is pulled to idle, so the plane flies at the same speed regardless of whether it is climbing vertically up, or dropping vertically down, doing an 8 point roll, or flying over the top of an avalanche.

The constant speed characteristic makes snap rolls much easier to do, because the airplane always snaps in exactly the same way, with exactly the same roll rate. Stall turns are easier and more predictable.

As the aircraft leaves the ground you can hear a syncopating rhythm as the prop blades pass each other. It doesn't sound loud, just different. This setup uses anywhere from 3000 to 5350 mah on 12S. See following photo.



## ***KCRC Swap Meet***

I made it to this years swap meet but decided not to take anything to sell for the first time in probably 18+ years. It was more relaxing and enjoyable to visit with old friends. Here are a few photos of the swap meet and some of our vendor guys.



# **Jayhawk Electric Fly-In**

**Sat. May 11**

**9:00 AM - 5:00 PM**

**By: Jayhawk Model Masters**

**Location: Below Clinton Dam, Lawrence, KS  
3.1 Miles West of HiWay 59 on County RD 458**

**Landing Fee: \$15.00  
Registration Starts at 8:00 AM**

**Contest Director: Hank Darnell  
785-691-5158 [darnehr@earthlink.net](mailto:darnehr@earthlink.net)**

**Concessions & facilities on Site**

# **Jayhawk Open FlyIn**

**Sat. May 4**

**9:00 AM - 5:00 PM**

**By: Jayhawk Model Masters**

**Location: Below Clinton Dam, Lawrence, KS  
3.1 Miles West of HiWay 59 on County Rd 458**

**Landing Fee: \$15.00  
Registration Starts at 8:00 AM**

**Contest Director: Patrick Deuser  
785-766-9254 [pdeuser@hotmail.com](mailto:pdeuser@hotmail.com)**

**Concessions & Facilities on Site**

# Jayhawk Model Masters Radio Control Club INC.

AMA Charter # 2013

## Year 2013 Membership Application or Renewal

Please complete this form and return with proper dues payment and proof of AMA Membership for the year of 2013 to a club officer.

Print Legibly

The Jayhawk Model Masters R/C Club INC. is an AMA chartered club so you must be a current AMA member first. Contact AMA (Academy of Model Aeronautics) at 1-800-435-9262 for membership information. To verify your AMA membership, you must show your AMA membership card or proof of payment to the club officer taking your application. If sent by mail, a photocopy of your AMA membership card is acceptable.

Full Name (**Print**) \_\_\_\_\_ Spouse Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

AMA # \_\_\_\_\_ Phone # \_\_\_\_\_ Cell Phone # \_\_\_\_\_

Birthday \_\_\_\_\_ Radio Channels \_\_\_\_\_

E-MAIL address \_\_\_\_\_

I agree to abide by all AMA and the Jayhawk Model Masters R/C Club INC. rules and any decisions made by the Jayhawk Model Masters R/C Club INC. Officers or Board of Directors.

Signature \_\_\_\_\_ Date \_\_\_\_\_

**Annual Dues:** Prorated quarterly for new members only, **Adult**, 1<sup>st</sup> \$75.00, 2<sup>nd</sup> \$56.25, 3<sup>rd</sup> \$37.50, 4<sup>th</sup> \$18.75

**Family** (with youth under 18 years old), 1<sup>st</sup> \$80.00, 2<sup>nd</sup> \$60.00, 3<sup>rd</sup> \$40.00 4<sup>th</sup> \$20.00

**Youth** (17 years old and younger), 1<sup>st</sup> \$25.00, 2<sup>nd</sup> \$18.75, 3<sup>rd</sup> \$12.50, 4<sup>th</sup> \$6.25

**Social** Membership, (no flying or voting rights), 1<sup>st</sup> \$25.00, 2<sup>nd</sup> \$18.75, 3<sup>rd</sup> \$12.50, 4<sup>th</sup> \$6.25

Note -- Dues may change from year to year.

A key to the flying field may be obtained during any regular club meeting and requires a \$3.00 deposit.

### Release and waiver of liability agreement

In consideration of me and or my children, guests, or other person or persons participating in club or field activity, hereby, for myself, my heirs, my executors and or administrators, waive any and all rights and claims for damages I may have against the Jayhawk Model Masters R/C Club INC. and any individuals elected or appointed to act as representatives of Jayhawk Model Masters R/C Club INC., U.S. Army Corps of Engineers or their representatives, the city of Lawrence, KS or their representatives. Also none of the above is responsible for injuries, the loss of personal items nor any other form of aggravation in connection with the club or field activities. I recognize that there may be potential hazards in this activity.

Full Name (Please Print) \_\_\_\_\_

Signature \_\_\_\_\_

Signature of Parent or Guardian (If under 18 years of age) \_\_\_\_\_

Mail To- Jayhawk Model Masters R/C Club INC.  
% Gerald R. Foree  
724 North St.  
Lawrence, KS 66044





*Jayhawk Model Masters  
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