

JAYHAWK MODEL MASTERS NEWSLETTER

Jayhawk Model Masters | AMA Club #2013 | Jan. 2025

jayhawkmodelmasters.com

Club Meeting Jan. 18trh

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

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

Club meetings—normally on
the **3rd Saturday** of the
month

TENTATIVE

2025 JMM Flying Events

May 24 – Rocketman Rally*
June 28 – Jayhawk Float Fly I
July 26 – Jayhawk Fun Fly*
Aug. 23 – J-hawk Float Fly II
Sept. 27 – Jayhawk Big Bird*

*At Clinton International Model Airport

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

2025 Club Officers

President Patrick Deuser
(785) 596-3035
Vice Pres. Vernon Nelson
Sec./Treas. Scott Stordahl
Field Safety Dan Reid
Board 3yr Greg Inkmann
Board 2yr Mike Brown
Board 1yr George Jones

THIS MONTH'S MEETING RAFFLE PRIZE OPTIONS



**Phoenix Models Edge 540 56" ARF
OR
RealFlight Evolution RC Simulator**



with "transmitter" controller

December Meeting Report

By Dave Alexander

The club met on Dec. 21st at 6 Mile Tavern. Prez. Patrick Deuser called the meeting to order at 12:00 noon with 15 in attendance. (The earlier-than-usual start was due to a new arrangement where we place our food orders at the bar as we arrive—this greatly sped up arrival of food!)



Patrick started the meeting by introducing a “visitor”, Fred Heineke. Fred was a member of the club until about 7 years ago, when he began building a full-scale RV-14 homebuilt and stopped flying RC. He just finished his RV-14 and is planning to return to RC. He still has several large RC models and hopes to get them in the air soon.

Treasurer Scott Stordahl was absent, so Jim Morris read the report Scott prepared. We started November with

\$4,678.25 in the checking account. Income was \$735.82 (raffles, dues, plus \$175 from AMA for Big Bird PR, see previous month’s newsletter), and we had zero

expenses. That gave us \$5,414.07 in the bank account. With \$2,055.15 in the C.D., and \$387.00 cash on hand, our net worth at the end of the month was \$7,856.22.

With both Field Czar Scott Stordahl and Safety Officer Vernon Nelson absent, we had no field report or safety report. Patrick reminded us to be cautious in winter weather: dress warm but beware of strings or straps on winter clothes that could catch in props.

With no old business, we moved to the first new business item: New Year’s fly-ins. Patrick announced that lights would be set up on the runways on New Year’s Eve if anyone chooses to fly. They can just plug in the lights and unplug them when done. On New Year’s Day, all are welcome to fly starting around 10 a.m. If anyone wants to

bring food to share, feel free. George Jones commented that batteries will have less capacity in the cold. Aside from affecting flight batteries, a string of cloudy days could leave the solar system with very low capacity.

Elections of Officers:

With a single nomination for President – Patrick Deuser, Vice president – Vern Nelson, and Secretary/Treasurer – Scott Stordahl, those positions were approved by acclamation. Nominations for Safety Officer were Glenn Minor and Dan Reid; nominations for at-large board members were Jim Morris and Greg Inkmann (Rob Liker withdrew his nomination). Upon voting by secret ballot, Dan Reid and Greg Inkmann were elected.

Webmaster Jim Morris announced that Gary Webber has transferred the club’s domain name to Jim’s control. Jim renewed the domain and added an SSL certificate, so it now starts with HTTPS. It costs more, but this should end the “unsafe site” warnings from web browsers when opening the club web page. Also, Jim and Scott are now on the club’s GoDaddy account, which handles online dues payments.

The status of our lease came up. It actually expired last December, and we are trying to get either a longer term than 3 years, or automatic renewal. Stay tuned.

Travis Charbonneau is planning to continue his “build your own glider” sessions for kids at our events, but with a new, pure glider kit.

Show & Tell

Greg Inkmann brought a free flight model that he has converted to RC. It is a Top Flight Navion, and Greg said it is one of



the first models he ever built as a kid. He was able to find an original 60-year old model kit on eBay.

The balsa comes with a silver coating that gives it a metallic look. He installed an RC brick from a UMX Champ and



motor from a UMX P-51. On its first flight, he found it would start a turn just fine but he could not get it to stop turning. He has modified the rudder but had not yet tested the new configuration. *(See more below.)*

Dan Reid won the raffle, and chose the Phoenix Spitfire.



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Remember last July?



Patrick brought his Avanti EDF. He apparently was challenged by the build night crew to build and fly one. He said the build was easy. His is all stock except for the LED "after-burner"

lights, and a zip-tie mod to give a handle for opening the hatch. His is the v. 2 with strengthened landing gear. It runs on a 6S LiPo flight battery. He had not flown it before the meeting.



At the Field

About a week after the big snow, your humble correspondent trekked out to CIMA to try flying off the snow. I brought a seaplane and a land plane on skis. The seaplane was a little Eflite Icon A5 park flyer, and the land plane was the Flex innovation Cessna 170.



The access road to the golf course maintenance area was plowed, but the plow threw a big windrow across our entrance road, and of course our driveway and parking lot was not plowed. So I just parked as close as I could to our entrance road, on the maintenance shed road.

The Icon flew nicely off snow. With the wind out of the west, I decided to just fly off the driveway rather than slogging through a foot of snow up to the E-W runway. That worked fine, although I almost hit the shed on one touch-and-go. Unfortunately, I forgot to take a picture of the Icon in action.

This is the Cessna 170 on Flex



Innovation skis designed for this model. I decided I really needed a runway, so I got a good workout staggering through the snow up to the E-W runway. Apparently, these are intended to be accurate scale skis. Unfortunately, snow does not scale, and these skis do not have enough surface area to keep the model on top of the snow. I could not taxi, and could only take off with a blast of full throttle to yank it out of the snow. When I tried to do a touch-and-go, the skis dug in and stopped her cold. After putting her back on top of the snow, I make another takeoff with the following result:



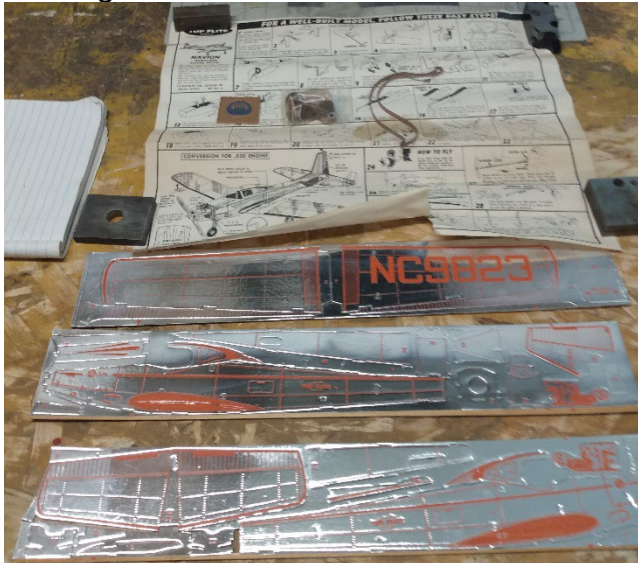
It's hard to see in this picture, but the left ski is hanging vertically; the string that holds the tail of the ski up pulled out in the abrupt stop during the touch-and-go attempt. That messed with the trim some, but fortunately, the ski leveled itself out as I touched down, and the landing was no worse than the first time.

I have made skis for other models, and could make some functional skis for the C170 pretty easily. Now I have to decide whether I want to bother, given the hassle of assembling the C170 in the cold, and then schlepping it a few hundred feet to the runway through snow. Park flyers that I can bring to the field pre-assembled and fly more or less anywhere seem to give more fun for the effort.



In the Workshop

Greg Inkmann sent another picture and more information about his Navion, plus a few other light-weight models he has been working on. Here is the Navion kit unboxed:



Greg says: *When I was 8 or 9 years old I bought this rubber power Navion. I think it might have been a buck 69 back in 1963.*

I was, and still am, a little impatient. There are three or four parts of this model that the instructions tell you to hold bent pieces together until the glue dries. This is in the day of Ambroid :-) not all went well and it didn't fly. On the box it said guaranteed to fly so I wrote them a letter and explained that mine didn't. I didn't get a response. 1.5 oz all up weight.



I bought this JU-52 by Graupner at a swap meet a few years ago and finally put it

together. It is a 2005 3-channel two motor aircraft. Test flights have begun in a gym but



I need larger spaces. It uses a 350 mAh 1s lipo. 5 oz all up weight.



This is a 2004 Sig park flyer Fokker D7, it has a 180 brushed motor with a 4 to1 gear reduction. 32-in wingspan and 8 oz is all up weight. Testing continues. . .

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