

JAYHAWK MODEL MASTERS NEWSLETTER

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

jayhawkmodelmasters.com

Club Meeting Feb. 15th

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

2025 Local Flying Events

May 3 – FAE fly in (Topeka)
May 24 – Rocketman Rally*
June 8 Riley County Flyers
June 21 - Blue Sky Fly-In
June 28 – Jayhawk Float Fly I
July 26 – Jayhawk Fun Fly*
Aug. 23 – J-hawk Float Fly II
Sept 6 – FAE Main Fly-In
Sept. 14 – Smokey Hills(Salina) Fly-In
Sept. 20 – Blue Sky Fly-In
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 Inkman
Board 2yr Mike Brown
Board 1yr George Jones



It's time to RENEW your JMM membership!



THIS MONTH'S MEETING RAFFLE PRIZE OPTIONS



SIG Yellow 4*60 ARF
(not 4*64/54 EG)

OR

RealFlight Evolution RC Simulator



with "transmitter" controller

January Meeting Report

By Scott Stordahl

The club met on January 18th at 6 Mile Chophouse. President Patrick Deuser was not able to attend, therefore Vice President Vernon Nelson ran the meeting.

- Meeting called to order 12:04pm
- Treasury Report – Scott Stordahl

We started December with \$5,414.07 in the checking account. Income was \$130 from the previous month's raffle and \$320.05 in dues. Expenses were \$174.77 to renew the Zoom account for 2025, \$359.40 for the 5-year GoDaddy renewal, \$109.29 for Real Flight Raffle prize, \$218.59 for Twin Otter Float Fly Raffle prize. This brought us to \$5,002.07, with a CD of \$2079.33 and cash box of \$387 our net worth is \$7,468.40.

- Field Safety Report – Dan Reid
Be Safe!
- Field Maintenance Report – Scott Stordahl

Looking for Mowers, email will go out looking for 2025 volunteers. Vernon asked if Flying station block can/should be removed?

Events will be filed in February for sanctions.

- Show and tell –
 - George Jones – Piper Tri-Pacer
 - Greg Inkmann – Sig ARF
 - John LaGesse – Corsair decals
- Raffle – Dan Reid won again, chose Edge 540 ARF
- Meeting Adjourned at 12:57pm



George and his Piper Tri-Pacer



FOKKER D-VII PARK FLYER ARF

By Greg Inkmann



Dan Reid – Raffle Prize winner

In the Workshop

By Dan Reid

As some of you may remember, I presented my “Magnus Plane” last year during show and tell. Since then, I have made several modifications that will hopefully help the aircraft to fly more predictably, reliably, and with a little more functionality. 98% of the original design was simply copied from a YouTube video. The ideas for modifications came from several other YouTube Videos and simply divine inspiration. At the time of showing, the aircraft looked similar to the following. Note that it had 2 rotors and a rudder for steering.



Since then, the modifications made are as follows.....

1. Addition of landing gear,
2. Removal of the lower rotor to accommodate the landing gear,
3. Increase the diameter and span of the remaining upper rotor as flight tests with the original single rotor indicated it had insufficient lift and was barely able to maintain altitude.
4. Conversion of steering (yaw control) from rudder to differential thrust. This was accomplished by removing the single motor/prop and replacing with 2 motors/props. In my DX9 transmitter, this required setting the Magnus up as a helicopter which provided a throttle curve for both motors. From there, it was just a matter of adjusting and matching the thrust of each motor throughout the

throttle range – similar to what is done for a conventional twin engine aircraft.



5. Reduce the overall height. The Magnus will sometime swing side to side during flight – kind of a pendulum motion. My current theory is that this is caused by either the battery hanging several inches below the rotor or that some dihedral is needed in the rotor. I have addressed the first potential cause (see below) by removing 5 inches from the vertical structural member (yellow) which should hopefully reduce the “pendulum” effect. If this doesn’t work, I’m prepared to make a rotor with dihedral.



- The latest mod which I haven't tested, is the addition of thrust vectoring capability. Although the aircraft takes off and flies pretty well at moderate power, full power created some



instability which I believe is caused from the high thrust angle. Vectoring the thrust angle downward

during full throttle should help. If this helps, I'll probably just mix the thrust angle control (currently on the R-knob of my Tx) with the throttle control.

Getting the Magnus to this point has been a trial and error process - (fly, fix/modify and repeat) and a combination of frustration, challenge, and reward. As of the last flight test, things are looking pretty good with only a couple minor issues remaining. Currently, I'm just waiting for spring to do some more flight testing.

Back to planes with normal wings . . .

Although I've got more RC projects on my "to-do" list than I will ever get done in my lifetime, projects I hope to get done before this flying season are as follows.....

- Replacing the RCGF 15cc gasser on an older Funtana S90 with an RCGF 26cc. Too much power? Well



maybe, but, that's what they make throttles for!!!

- George and I had a great time with glider towing last summer but I would like to try the "piggy back" method this summer. I'll be using an old Alpha airframe that I'm converting from gas to electric.



- Building the Edge 540 ARF that I won during last month's club drawing. The ARF is really designed for either glow or electric but, I believe using an RCGF 10cc for power, is doable.



- Last on the list is a scratch built "Mako" seaplane distributed by WM Parkflyers. I need to make sure I've got plenty of toys for this summer's float-fly's. Here's a video link for those of you who care to see it in action: <https://vimeo.com/46336410> Watch the video and tell me it doesn't look like fun!

Take Care and stay warm!
-Dan



The Way It Was . . .

25 Years Ago: February 2000

The officers in 2000 were Patrick Deuser (president), Don Brents (Vice president), Don Forsyth (Secretary/ Treasurer), Greg Kloepper (Field Safety Officer) and Gary Rauckman (Newsletter Editor). The club was meeting at the American Legion building on W. 6th St.

The newsletter calendar only listed 2 JMM events, a Fun Fly in May and a Fly-In in October. The club was having “Model Talk” sessions, usually the Tuesday after the club meeting. These sessions met at a club member’s house and usually involved a simple supper like chili, touring the host’s shop, watching RC crash videos, and telling tall tales, especially about people not present. In Feb. 2000, the model Talk meeting was at Jerry Foree’s.

The meeting report for the Jan. meeting says there were 28 (28!) members in attendance. The main topic of conversation at the meeting was a budget problem: anticipated expenses of \$2650 but income from dues of only \$1890. Many ideas were floated to increase membership, but to my knowledge few if any were tried.

Show and tell included KC Moore with a 45” wingspan Byron A-4 Skyhawk. This being long before EDF was practical, and before people other than Bill Gates could afford turbines, KC powered it with an OS .91 VR ducted fan engine. It had a fiberglass fuselage and foam-core wings. As of the meeting, he hadn’t flown it.

Chris Kloepper brought a “Giant Bee”.

Some of you may remember Andy Clancy’s original “Lazy Bee” which led to a variety of other “Bee” variations, “Yard Bee”, “Speedy Bee”, etc. They looked sort of cartoon-like, but flew really well.



Chris’s was the “giant” version (around 70” wingspan) but it must have been really light (as “Bees” usually were), he was flying it on a .45ST. He even had Trexler inflatable rubber balloon wheels on it. I didn’t know they came that big.

Patrick D. brought a framed-up Gee Bee Model Z that his father had scratch-built and passed on to Patrick. He was planning to power it with a Webra 90. The description mentions that it had an 11 ½” cowl and a 16” prop: that means a whopping 2 ¼” of each blade extended beyond the cowl!

A whole page of the newsletter was devoted to a list of Flight Instructor members and their contact information. There were seven identified instructors. This seems like something we might want to revive!

+ - + - + - + - + - + - + - + - + - + - + - + - + - + - + -

