



JAYHAWK MODEL MASTERS NEWSLETTER

**AMA Club # 2013
July, 2016**

Gary Webber, Editor

July 16 Meeting

Smith Center at Brandon Woods
4730 Brandon Woods Terrace
Lawrence, KS
8:00 AM – Breakfast
9:00 AM – Business Meeting

Schedule of Events

- July 16: Monthly Meeting
- August 13: [National Model Aviation Day Fun-fly: Everything that Flies!](#)
- August 20: Monthly Meeting
- September 17: Monthly Meeting
- September 17: Blue Sky Squadron Big Bird Fly-in
- September 24: [Jayhawk Big Bird at Clinton Model Airport](#)

Facebook:

<https://www.facebook.com/groups/132391945409/>

Web Site:

<http://www.jayhawkmodelmasters.com/index.html>

2016 Officers

President	Gary Rauckman
Vice President	Kyle Walker
Secretary/Treasurer	Rob Dewhirst
Field Safety	Scott Borton
Board 3yr	Jim Morris
Board 2yr	Phil Abbadessa
Board 1yr	Mike Weinsaft
Newsletter Editor	Gary Webber

News-wrap

Clinton Model Airport saw more visitors in June as the rains relented and calmer breezes prevailed. Mo has been working on an inverted harrier with his striking Stryker, and has become proficient at flying a pattern only a few feet above the runway. I'll update you if he manages a rolling harrier with this little screamer!



The first Family Night of 2016 took place on Tuesday, June 14, with temps in the mid-nineties. A light southwest breeze kept it comfortable in the shade, where (left to right) Phyllis, Julie, and Kathy followed

the cookout (Thanks George!) with a game of Chicken-foot. Husbands Gary W., George, and Gary R. (respectively) flew with Mo in the background of this photo.



We should not miss this opportunity to thank Kathy for arranging both our new meeting venue and the caterer for the upcoming Float Fly! The meeting venue is superb, and I think we can anticipate an excellent barbecue lunch on June 25 if Kathy gave her approval! Thanks for all you have done for us, and for helping Gary during the busiest part of his work year.

Phil has been working on his landing skills, and it shows! He hasn't reached the point of greasing every touch down, but then who has?



Landing can be challenging, especially in gusty or cross winds. Take a lead from Phil and spend some time periodically with touch-and-go. Use a landmark on the horizon to help you make consistent turns to the runway, keep the wings level and use the rudder for small corrections in flight line. Use the throttle to control angle of

descent, and elevator to control speed. With enough practice, you can be confident when it is time to come to earth. Great job Phil!

National Model Aviation Day Fun Fly: Everything That Flies!



For the second year, JMM is participating in the celebration of [National Model Aviation Day on August 13](#). We are encouraging pilots to bring "everything that flies" to this event and we hope to see fixed-wing, heli, multi rotor, rockets, and more! The \$15 pilot fee will be donated to Douglas County Community Foundation, and will be used to support education in our community. There will be no food or raffle plane at the Fun-fly this year, but we will conduct a few competitions, so bring your beater.

Jayhawk Float Fly

Your editor missed the Float Fly this year, so our report comes by way of guest reporter, George Jones.



Picking up George's Super Cub

It was a nice day at Clinton Lake, a little windy but I don't think that kept anyone from flying. There were 21 pilots

registered, a decent crowd considering the temperature and wind. JMM and Blue Skies were well-represented, and the fella from Arkansas came again, as well as a Steve Spielbush from the Shawnee Mission club.



John had a good time!

The only real problem was the number of boaters using the ramp. We have already asked if it might be possible to close this ramp, but the core is not willing to do this for us. Time lost due to boaters is less of a problem than flying over boaters waiting to come in. However, since this is such an excellent site, we will just have to make do.



Wayne kept cool in the shade.

Two of the Blue Skies pilots won the Super Cuba and floats, which is a great reward for their continued support of our events.

The food was OK, there was plenty of it, both ham and pulled pork. They stayed a good length of time until everyone had eaten. I think they sold about 38 meals.



Bill M's Telemaster touches a wingtip.



Vernon's Carbon Cub taking off.



More visitors.

One of the funniest moments was after nearly everyone had left. Mike Wiensaft and I were packing up to leave, and a fella pulled up with a good-sized sailboat on a trailer. I looked over, and he was putting up the sails! I wondered what he could be thinking, and just as Mike went over to warn him against this foolish maneuver, he pulled forward toward the dock. As he turned across the wind, sure enough the

boat and trailer blew over! Mike went to help him right the trailer, but I just left. If he doesn't have any more sense than that he doesn't belong on the water anyway!

There were no major crashes or loss of aircraft, other than the occasional motor stoppage (I had that happen to me.) All things considered, I think it was a success.

Thanks, George, for submitting this article!



Bill E. and the crew know how to relax.



Steve Spielbush's Canadair

June 11 Meeting

After skipping our monthly meeting in May, we started a new chapter of JMM history in June when we met at our new venue, the Smith Center at Brandon Woods. The space was excellent, with plenty of parking, tables for 8, a delicious buffet, a separate media theatre, and Trudy, our friendly efficient server. Bill Elkins suggested this new venue, and Kathy Rauckman made all the arrangements. Thank you both, what a find!

Two aircraft were presented for Show & Tell. Dave Alexander brought the [Multiplex Fun Cub](#) he won at the February meeting.



Many of you know this popular German foamie trainer, renowned for its slow flight performance. Engineered for strength, performance, and versatility, it breaks down into a small package, yet flies like a bigger aircraft. Two position split flaps allow it to slow to almost a VTOL landing, but it doesn't lack in power. With the addition of a 3-axis stabilization system, this would make an excellent trainer for our club. Now, if we can only get Dave to replicate his excellent build for us!

George brought the Hanger 9 T-34 Mentor 40 ARF that he bought some time ago from Chris Streitberger. The plane was assembled when he bought it, but he spent a good deal of time correcting problems. The motor was new, and took a long time to run consistently without stalling.



When George finally got it airborne on Family Night, he was disappointed to find that it has a nasty tendency to tip stall at the slightest provocation. He predicted it was probably headed for the swap meet.

There were a few new faces, including Bob Charlesworth who drove from Olathe, and had not attended a meeting in quite a while. We also had a new member in attendance. Welcome to both! Here's a shot of our new meeting room.



Financially, the club is in good shape, with over \$5K in the bank. We were pleased to discover that our low membership numbers were due in part to a glitch during transition to new officers that resulted in some member payments for 2016 not making it onto the roster. We also had a few members renew, and the total membership went from 32 to 40. Much better, but still below the 2015 level of 55.

The best way to address low membership numbers is to interest new people in our hobby, and the best way to do that is to get them flying! If you haven't read my summary of a "Model Aviation" article on this topic on page 5 of the [June newsletter](#), take a moment to read it. Better yet, read the entire article, "Fostering an Active Flying Club in the Modern Era", in the May issue of MA. The Board will be purchasing a dedicated electric trainer for the field soon, and we hope to begin using it to get visitors fired up about flying. Stay tuned!

You will never guess who won the raffle plane, a Phoenix MXS.....or maybe you will. Congratulations Patrick! Patrick says that the Float Fly will be your best chance to win a raffle plane, since he is unable to attend. Ouch!



Final order of business was to distribute the new keys to the gate at Clinton International Model Airport. If you were unable to attend, and would like to turn in your key for a new updated version, contact one of the officers below.

- Gary Rauckman....785-423-2700
- Rob Dewhirst.....785-813-1796
- Jim Morris.....785-691-7006
- Phil Abbadessa.....913-908-9429
- Mike Weinsaft.....785-843-3052
- Gary Webber.....785-312-4840

Getting to Know You Darrel Cordle

Our member profile this month features one of our finest pilots, Darrel Cordle. Here is Darrel's story.

I started working in the oil fields in the summers while in high school, on pulling machines and drilling rigs, etc. After graduation I was a telephone lineman, and worked at cutting and threading plumbing for hydraulics lines in a heavy equipment manufacturing plant. Then I worked at a newspaper, and tried a few other jobs before getting hired by Hallmark Cards in 1961. In my 40 years at Hallmark, I worked in a number of shops, including production, heating and air, facilities, and the carpenter shop (building interior offices and other types of rooms.) I also drove a fork lift for a year. I retired from Hallmark in May 2001.

My wife Esther and I have been married for almost 24 years. She brought 3 children into our marriage. Since then there have

been 8 grandchildren and soon to be 7 great grandchildren.



I have been a bowler for most of my life, bowled competitively for 45 years, and achieved averages between 190 and 201. One of most pleasant memories was traveling all over the US for 10 years or so competing in national tournaments.

I have been an aviation fan since the age of 6 or 7, starting with my first control line model at the age of 8. I (or it) did not fly very well! I still have the control line version of the McCoy 35 engine that was on it. In high school I was a member of the Air Explorers (part of the Boy Scouts). That experience prompted me to learn to fly at age 19. Unfortunately, I had to give it up when I ran out of money. Since I could not fly in the Air Force because of my @#%^& eyeglasses, I ditched the entire notion of joining the military (Vietnam was firing up about then anyway, and I did not pass my draft physical.) So I began flying RC in 1973 after a friend taught me to fly.

I like flying scale more than some other types of aircraft. I like to try and fly them in a realistic manner.

Flying with good people such as the Model Masters has been a most enjoyable time. I enjoy trying to pass along any help I can to new members so they can enjoy this hobby as much as I have. We must try to encourage new people and try to hold down any negative rhetoric that is sometimes too easy to say.

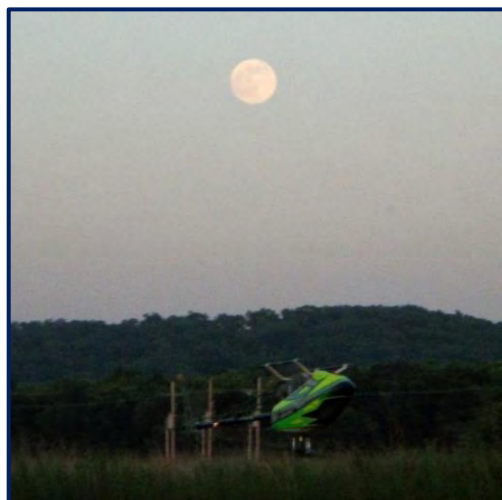
I have been blessed with being able to work as a consultant/independent

contractor with Kalscott Engineering (a local Aerospace company) since 2003, helping to build and fly various types of research aircraft and other types of projects. I also have been doing the same for KU Aerospace for the last few years. In my opinion it does not get much better than turning a hobby into a part time job!

Thanks Darrel, but don't let that job get in the way of flying!

In the News

- Good news from the FAA. The Department of Transportation (DOT) and the Federal Aviation Administration (FAA) announced the final Small UAS Rule this morning. [The press release is available here](#). The new rule separates hobbyists from commercial operators and adds no additional requirements to hobbyists. Details about the rule are available on the FAA's [UAS website](#).
- Clinton International Model Airport was mentioned in a recent "Kansas" magazine article. The article listed various attractions in and around the State Park at Clinton Lake.
- Warbird fans will want to take a [virtual tour of the National Museum of the United States Air Force in Dayton, Ohio](#). On this site it is possible to step inside the cockpit of the US's most iconic war planes. These panoramic images are best viewed on a large monitor. [Read more about it in this "Business Insider" article](#).



Crashless Flying, From Notam, Lewis Jordan Editor

Fly RC long enough and you will experience a crash. However, some pilots seem to crash often—too often. Let's explore some of the causes of crashes and perhaps minimize crash opportunities.

Split Second Delay Crashes: High speed creates high loads on the plane's control surfaces and servos, causing a possible split second delay of control after a stick input. A split second delay is all that is needed when your plane is in some maneuver heading toward that ground at 100 mph (147 feet per second). Point the transmitter antenna at the airplane you can create a cone of science at your receiver, which can cause a control response delay.

Pilot Orientation Crashes: Another cause of crashes is a non-mechanical one: pilot orientation. If you are low and fast and lose orientation, expect a crash. Have your airplane flying level or in an up attitude while flying close to the ground.

Distraction Crashes: Another non-mechanical cause: distraction. If you allow yourself to be distracted, even for just a couple of seconds, you're likely to crash. If you were stung by a bee, step on what you think could be a snake, or have another critter eating your pant leg, put your plane in a series of tight loops with full up elevator, then take care of your business and your airplane will still be there when you can tend to it again, not two miles down the range. This may be overly simplistic, but you get the general idea. All pilots get distracted sooner or later. Think out in advance what you will do so your fingers will react when you do get distracted.

Aerobatic Crashes: Among the many maneuvers pilots enjoy, snap rolls are at the top of the list. Just be prepared for that fatal snap of a control surface during this maneuver. Pilots usually enter a snap full bore with full deflection on all control surfaces. This can load your airplane up to as much as 30 Gs, plus air drag loads.

Inspect your airplane carefully after doing this violent maneuver.

Elevator Crashes: Let's spend some time with the elevator. This is the most important crash prevention control on your airplane. First, the elevator itself must be built from good material. Too hard and brittle is not good; too soft is not good either. In today's world, the high-quality ARFs take care of this. Use your best servo in the elevator. I don't like the standard servos on any function except the throttle.

Servo Damage Crashes: Servos can be unknowingly damaged by a hard landing or by bumping a control surface while loading the airplane into a car. What happens is the servo's gears get cracked but it continues to operate until subjected to flying loads, then the gears break. After a hard landing or a bump, and from time to time, check your servos by applying slight hand pressure to the control surfaces while operating the servo. If it takes hand pressure, it will usually stand up to flying loads.

Take-off Stalls: The airplane will very likely turn to the left during take-off. One method to prevent this type of crash is a high-speed takeoff run and a shallow climb after liftoff until maximum climbing speed is reached. Use rudder to maintain direction with very careful use of ailerons to stay level. If the engine quits on takeoff, don't try to turn back to the runway. Keep the airplane heading into the wind and make your landing.

Landing Turn Stalls: A very common pilot error occurs while setting up a landing approach and performing too steep a turn from downwind to final. Airplanes stall at a much higher speed in a bank, and a steep bank into the wind will quickly slow the airplane and cause it to stall. Keeping turns shallow on your approach will help prevent this type of stall, and using rudder to turn will also help keep the turns shallow and reduce the additional drag of the ailerons. This becomes especially critical if landing dead stick.

***National Model Aviation Day
Fun Fly: Everything That Flies!***

***Sat. Aug. 13, 2016
9:00 am , Registration 8:00***

By: Jayhawk Model Masters

***Below Clinton Dam, Lawrence, KS
3.1 Miles West of 59 Hwy, County RD 458***



***Landing Fee: \$15.00, donated to
Lawrence Community Foundation***

All types of aircraft welcome!

***Competition events: Climb & Glide, Touch &
Go, Musical Planes, more!***

Bottled water for sale, no food on site.

***Contest Coordinator: Gary Rauckman
785-423-2700 rocketman200@juno.com***