



JAYHAWK Model Masters Newsletter



AMA # 2013

www.jayhawkmodelmasters.com

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Jayhawk Model Masters

November 17 Meeting

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

8:00 AM – Breakfast

9:00 AM – Business Meeting

2012 Officers

| | | |
|------------|----------------|--------------|
| President | Don Boucher | 748-0852 |
| Vice Pres. | Dave Alexander | 843-3960 |
| Sec/Treas. | George Jones | 727-5970 |
| Fld Safety | Tom O'Brien | 913-748-1117 |
| Editor | Gary Rauckman | 843-3281 |
| Board 3yr | Gary Webber | 842-8426 |
| Board 2yr | Jim Morris | 865-0952 |
| Board 1yr | Harris Tate | 841-8946 |

Schedule of Events:

Nov. 17, JMM Club Meeting

Thursdays, JMM Building Night

Dec. 1, SMRCC Swap Meet

**Dec. 13, Frnkln Cnty Flyers Club Meeting,
"Wellsville"**

Feb. 9, KCRC Swap-n-Shop

May 4, Jayhawk Open

Newstrap

As I sit here in front of the computer, I am wondering, What ever happened to Travis and Lori Yokum? Remember last May at the Jayhawk Open, Lori arranged to have her husband appear to win the raffle. She purchased a Hanger 9 P-51 Mk 2 trainer for her husband's birthday, and made it look as if he won it. Has anyone seen anything of Travis? Maybe someone should follow-up on him.

This is the time of year, everyone seems to get a bit quiet or secret about what their plans are for the winter building months. So, keep your ears to the ground and let me know if anything gets out.

I did hear that George Jones sold his Extra 330 with smoke to Don Brents. I believe George finally plans to assemble that 96" Lanier Edge 540. Last I heard he was looking for a 111 cc twin to bolt on the front. That should make for some nice smoke rings.

I'm still trying to buy that NIB Giant Lanier Mariner from Tom Supancic, but he's afraid to sell anything just in case he might need it in the future. At least he thinks there is an R/C future for him. You don't want to wait too long around here because as they say, "Don't worry about old age....It doesn't last that long"

Radial Rocket

Some of you guys on the front row probably already know about this homebuilt aircraft that is being manufactured just a few miles from us at the New Century Airport. The "Radial Rocket" is offered in both a retract and a tail wheel version. What I like are the sleek lines and the Russian M-14P engine from the Yak aircraft.



It is built with a rugged composite airframe designed for high performance flight. The 360 HP engine drives an 80" diameter constant speed prop. The wingspan is 26.8 feet and the economy cruise is a mere 210 mph. The cockpit is a roomy 34" wide, and the high speed cruise is a tasty 242 mph.



Building the "Rocket" is just like building a model airplane. It comes with composite fuselage halves and a 750 page step by step assembly manual. Wow...what a nice club project....let's order one now...Oh... you say the basic kit is \$17,500. But the fuse halves are joined and the firewall is installed, and the wing ribs are installed and cap stripped. A savings of 700 hours. So much to do, but so little time.

See www.radialrocket.com

Rauckman's Model Talk

We had 16 attending last month, 4 of which came from the 94th street club that Darrel Watts belongs to. We enjoyed eating together and grazing on a selection of pies made by Julia Jones. Sorry, if you couldn't make it. The KC guys hadn't been to my shop, so we went there first before the program by John Kirby.

Most interesting, John shared about a call they received about 10 years ago; a WW2 vet was planning to stop by and visit the grave of an old war buddy who he saw killed in the battle of the bulge. Little did he know that John's father-in-law Mr. Kennedy was indeed live and well, and was not killed by the mortar blast that the vet had witnessed. John's father-in-law had 2 purple hearts among a mass of other distinguished medals, and was able to get reunited with his old war buddy.

Here's John fielding some questions.



Another interesting result of the meeting; Matt Hilt discovered that his dad had served in the same B-17 Bomber Group as John's dad in the European theatre. Matt's dad was never shot down however. Perhaps we should have Matt's dad speak to us sometime about his experience as a B-17 tail gunner. Thanks to all who made the evening a success.

Oct. 20 Club Day

We had a gorgeous day last month for club day, and I was able to get in one more jet flight with the Yak 108 before the weather changes for good. Oh, I forgot, global warming may mean 12 months of continual flying. Here is George Jones flying the new property of Don Brents.



Check out the blue sky in these photos. Darrel Cordle is flying this 106" Dave Patrick Super Cub in this photo.



Oct.20 Club Meeting

We had 26 people in attendance at the Oct. club meeting, and that included visitor Darrel Watts from KC, and new member Don Caillouet of Lawrence. We had a great breakfast as usual. We learned, however, that we need to be looking for 2 new cooks to start the new year.

Gary Weber reported that a new roof will be installed on the shelter house, and that Tom Supancic will supervise a model master crew to do the work. This will happen in accordance with Tom's busy schedule.

It was discussed and determined that we will raffle a DX7 with 3 Rx's at the Nov. "Officer Nominations" club meeting. It was also decided that we will attempt to have a regular club raffle at each meeting. One of the future raffles may include a \$100 gift certificate to a hobby supplier.

Hank Darnell announced plans to offer a fly-in next year to support the Wounded Warriors organization. This will be a big 2-day event, and Hanks wife, Christi, has offered to do all the advertising. We may need to out source the concessions for this event. Hank will obviously be the CD.

Gary Rauckman offered several ideas for having Model Talk meetings this winter. The members indicated that they were interested in pursuing the possibilities.

Show & Tell

We had a record number of 6 aircraft for the show and tell part of the meeting. That included a Polaris XL brought by our visitor Darrel Watts.

John Bowman brought 2 aircraft, the first being a 41" e-powered Great Planes Yak-54 that has a Rimfire 10 for power, and the other being a 71" E-Flight DH Beaver. The Beaver uses a Rimfire 32 and weight about 5.5 lbs.



Pictured below is the Polaris XL Float plane by Darrel Watts. It uses a 3S 2200 mah battery, and can be purchased at modelaero.com.



Here is Scott Borton and his Parkzone F4U-1A Corsair. It flies well on a 3S e-flight 15 motor. The 42" plug-and-play kit with retracts is still under \$199.



Joe Gadzia came with a model of the Moray pylon racer like the one we raffled at the end of the meeting. As you know by now, yours truly was the winner. The Moray comes complete ready to fly; just add your own 4S battery. As they say, you have to buy tickets to win.

Joe Gadzia holding Moray Pylon Racer



Show & Tell #6 was Larry Davidson with a 36" hacker Sky Arrow. This older kit features a glass fuse and built-up wing. Larry weighs it in at 1.2 lbs.



The model of the month (MOM) was a tie between Scott's Corsair and John Bowman's DH Beaver. We must need a Fly-Off. Scott Borton won the Gal-O-Fuel.

We did have a Treasurer's Report by George Jones, and some safety comments by Tom O'Brien.

Storage of your NiCad RC Packs

by Red Scholefield, printed in the newsletter for the Anoka County Radio Control Club, Inc.

How should I store my batteries at the end of the season? What should I do to them when I put them back in operation?

The batteries should be removed from the transmitter and airplane for long-term storage. Here in the South where a lot of us work out of our garage workshops, I recommend putting them in the refrigerator (not the freezer) during the off season.

While not so important where your workshop rarely gets above 23°C (74°F), the refrigerator is still a good bet. Why? The failure mode of NiCads is separator failure; this is the material that keeps the plates from touching each other. When it fails, the cell shorts. At higher temperatures it oxidizes faster. In fact, the rate doubles for every 10 degrees Celsius increase.

Should I store my batteries charged or discharged?

It doesn't really matter, they will self discharge in a few months stored at room temperature. If you are going to store them in the refrigerator, the charge will remain for a lot longer. I would discharge them first to 4.4 volts then put them away. Good cells will just set there in the discharged condition (the voltage can vary considerably, but is usually above 1 volt). In a battery with damaged, worn out separators in the cells, the cells are apt to short if left in a discharged condition. This is actually good since it is the first indication of a cell that's going bad and it is best to replace the pack.

Batteries left on trickle charge will seldom short out since it is in the charged condition and any short that tries to develop will be zapped by the charge in the cell. Partial shorts, those having fairly high resistance, can be developing that can cause the cells to self discharge at a higher rate than normal and possibly leave you short in the middle of a flight after you just measured the cell when it came off charge with your ESV and everything looked okay.

Now, when your batteries are coming out of storage, before charging, check the voltage without a load on the battery. It should read well more than 4.0 even if it has not been charged all winter. They should be essentially fully discharged; or flat as we say in the business. In this condition if the battery is going bad, it will probably have shorted and you will read zero volts on that cell. It may be a soft short, one that could be blown away merely by the simple action of slow charging. Don't do it! It is just lying there waiting to bite you.

Replace the pack. Cut out the "good" cells if you want and use them in something less critical than your model. If you have access to a cycler, running through a couple of charge/discharge cycles is a good idea just to make sure you are getting the capacity you are supposed to. Anything less than 80% of rated is suspect. Once at the field, preflight battery checks are in order, particularly at the beginning of the season. Since those who religiously check their flight packs with an expanded scale voltmeter seem to crash less (due to battery failure) one must assume that the ritual is smiled upon by the RC gods

The Right Tool for the Job!

Here is a tip for those of us who have had the frustrating experience of ruining the head of one of those little Phillips head screws in an engine, or when assembling an ARF airplane or helicopter. It might not have been entirely your fault. You just may have been using the wrong type of screwdriver.

Since most ARFs, helicopters, and even engines are built in the Far East, many manufacturers use what are called "JIS" crosshead screws; JIS meaning Japanese Industrial Standard. The screws look almost identical to Phillips, but they are just different enough to make you a little crazy. Of course just like metric screws and bolts, the manufacturers may include both JIS and Philips screws in your kit.

The JIS can be identified by a tiny dimple on the head, or by the fact that you can only get them out by using vise grips! You won't find JIS screwdrivers for a dollar at Harbor Freight, but they are available online in a wide range of prices. Just do a Google search for JIS screwdrivers. Try them; you will be happy you did!



R/C Swap 'n Shop

Shawnee Mission Radio Control Club



Saturday December 1st, 2012

Doors Open at 9:00AM—Sales Close at 1:00PM

**Admission \$6.00 or \$5.00
with canned food donation**
All Donations go to Safe Home Women's Shelter
Children 10 and under FREE

LENEXA COMMUNITY CENTER
13420 OAK STREET
LENEXA, KANSAS

Need a copy of this flyer, go to
<http://www.smrcc.net>

Food and Drink Concessions Available

RC Raffle being held (you do not need to be present to win)



Airplanes

Helicopters

Boats

Cars

Engines

Accessories



VENDOR INFORMATION

For table Reservation and Information:
Call or E-Mail Wade Atkinson (913) 744-5455
atkinsonwade@comcast.net

Setup - 7:30 AM
Doors Open - 9:00 AM
Sales Close - 1:00 PM
Doors Close - 2:00 PM

VENDOR PRE-REGISTRATION FORM

Last Date for Pre-Registration — November 24th, 2012

Name: _____ Phone: _____

Address: _____

City: _____ State: _____ Zip Code: _____

E-mail: _____

Requested # of Tables

6x6 Floor Only @ \$10 _____

4 ft. @ \$15 _____

6 ft. @ \$20 _____

8 ft. @ \$25 _____

Additional Floor @ \$5 _____

Are You a Hobby Shop or Manufacturer? (Y) / (N)

NOTE: Registration Fee Includes Admission for One Person for Each 4 ft. and 6 ft. Table or Floor Space, and Two for Each 8 ft. Table Identification Badges will be Prepared. **LIST ALL ADDITIONAL NAMES ON THE LINE BELOW**

Please Make Check Payable to SMRCC — Amount Enclosed: \$ _____ (No outside tables, Extra chairs available)
*****NO CASH PLEASE***** Send Checks and Registration to SMRCC, P.O. Box 9512, Shawnee Mission, KS 66201



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