



JAYHAWK Model Masters Newsletter



www.jayhawkmodelmasters.co
A.M.A. #2013

May 21 Meeting

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

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

Schedule of Events:

May 21, JHMM Club Meeting

May 24, JHMM Barby & Fly Night

Thurs. Eve.'s, JHMM Building Night

**May 21 or 28, FCF Spring Fling Fly-In
"Wellsville Field"**

**June 4-5, Barnstormers Float Fly, Paola
"Lake Miola"**

June 4, McLouth Barby & R/C Fun Show

June 5, Riley County Fliers Fly-In

**June 9, Franklin County Flyers Meeting
"Wellsville Field"**

July 9, 49th Jumbo, Warbird Fly-In

**June 18, Jackson County Charity Fun Fly
"KCRC Field"**

**June 25, Jayhawk Float Fly, Lawrence
"Bismarck Lake"**

2011 Officers

President	Don Boucher	748-0842
Vice Pres.	Dave Alexander	843-3960
Sec/Treas.	Robert Sharp	749-1379
Fld Safety	Tom O'Brien	913-748-1117
Editor	Gary Rauckman	843-3281
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Board 2yr	Harris Tate	841-8946
Board 1yr	George Jones	862-2599

Newsrap

It must be time for another newsletter quiz because I strongly suspect that you guys are not reading the newsletter again. Perhaps we need to go back to hard copies to get you back on the wagon. I also heard zero feedback on some interesting items. Oh well, I guess I will go back to checking my carbon footprint again.

Ever heard of a Greg Kloepper? Me neither! I did see a Kirk Kloepper once, however.

Boy Howdy, were really off to a good start here aren't we. I did fail to get my Tamjets A-4 ready for the two Fly-Ins by the way. I attempted a test flight the Wed. before the "Open" and I didn't have enough battery to properly power the big TJ-120 electric turbine.

Elaina Pollard

Some of you have done a good job keeping up with the new life of Elaina Pollard. I'm a late comer to the CarePages myself however. This precious girl is now out of intensive care after 2 heart surgeries, and should be leaving the hospital today. They are to stay in the Boston area for another 2 weeks for observation. To read the whole story, register to the CarePages, and follow the Elaina Pollard thread. And keep praying for this little gal. This is my favorite photo back on May 6th.

"Proud Papa"



Jayhawk Electric Fly-In Cancelled

We just made this decision in the last hour as the forecast for tomorrow morning is a brutal 45 degrees and 20 mph winds. Not what the "sparkys" would prefer for a fly-In. Especially since we have all now acclimated to the 80's and 90's. It will be rescheduled for late summer. Hey, maybe I can have my A-4 flying by then.

Jayhawk Open

We did hit the weather just right for this one last Saturday. We got a little rain the night before, but the warm temp's and 5 mph breezes were just perfect. To top it off, 5 members of the "FBI", Flying Boys of Iowa, made the trek all the way from Council Bluffs to put on a show. Here are a couple of their aircraft:



As you might recall, most of their aircraft were powered by DA-150's, 150 cc motors. The wingspans of the aircraft were about 120 inches. Shown above is a Yak-54 doing a 3-D maneuver., and flown by Phil Eason.

Pete Rosas, Council Bluffs, was flying this Balsa USA 1/3 scale Super Stearman, powered by a Moki 215 cc 5 cylinder radial engine. It had a great scale sound.



Here is the big "18" in a bank prior to landing. The craft weighs about 45 lbs. and has a 114" wingspan.



I believe Gary Maley was flying this 120" Edge 540 below:



Here is the Beech 18 on final:



An aircraft making just it's 3rd flight was the new Beech 18, built and flown by our own John Dalton. The "18" features twin Zenoa G-38 engines, and genuine aluminum panel skin.

Harris Tate came prepared with a big-stik trainer and buddy-cord, so that he could provide spectators with an R/C opportunity. I didn't keep track as to how many people tried their hand at R/C flying, but at one time their must have been a half dozen flyers. A couple other members came prepared as well.

Here is Harris with one trainee. Harris, on the right, is being assisted by Jim Denny.



And finally, we have Pete Rosas with a Ziroli P-40 Warhawk, foreground, and Gary Maley with a Ziroli P-51B, preparing for a flight of two.



Unfortunately, the olive drab P-40 didn't survive the flight, as it rolled over on a low hard turn east of the airfield. The burnt remains of the warbird was found the next morning in the Barby.

A big thank-you goes out to all the club members who attended and/or helped make the "Jayhawk Open" a great success.

LHS "Build-n-fly class"

I'm a little out of the loop on this class that Suman sponsored, but I think that last Wednesday was the last class, and they were to spend most of their time flying in the gym. A number of our club members have hung in there and were a great help to Suman over the duration of the class. I believe this was the first attempt at providing an R/C class for high school students.

April 16 Club Meeting

We did not have a model-of-the-month, but Jerry Foree brought a piece of artwork that was made by Tom Waller, a former LHS Math teacher. The aircraft artwork is made from all old metal parts, watch parts, pocket knives, screws, bolts, and old watch bands. See here:



We did have 28 members at the meeting prior to the arrival of our guest speakers. We did not have a Safety report, but we did receive a treasurer's report showing our current balance at \$3175.61. Our field expenses really take-off this month, because of 600 lbs of pre-emergent expense, and at least 4 mowings.

Hank Darnell gave a report on the progress of the LHS Build'n Fly class. It was also reported that we will have access to Bismarck lake for only one day this year, and that is the Fly-In date of June 25.

George Jones revealed the results of the survey he did for the club raffle prizes. Electric aircraft were voted the highest priority. Wow, that shows you where this hobby seems to be headed across the country.

There was quite a bit of discussion as to whether we should get involved with the Baldwin Fathers Day Event. We decided to pass on it this year.

Our guest speaker was Gene Roles from Topeka. He brought several military veterans to present the "Wounded Warriors" program to the club. His plan is to interest R/C flyers across NE Kansas to assist veterans to get started in the R/C hobby. The primary purpose is to help them transition to civilian life by doing something that helps them get their minds off themselves. This is accomplished by making friends of hobbier with a common interest and working together to complete a project. They need some help with their Monday Night classes, and they need some radio equipment to go with other donated items. This appears to be a great cause to get involved with. Perhaps we can even do something as a club.

John Dalton announced the desire to get more members to join the Blue Sky Squadron, an area club that now has their own field south of Topeka. You can join for only \$15, or for \$25 as a voting member. They also now have a new webcam at the field with night-time infra-red. See at NEKBSSI.ORG

The Gal-O-Fuel was won by Harris Tate, and the Raffle prize left with Josh Smith. That was after Patrick and yours truly passed on the winning tickets. Here is a photo of Josh with his selection:



More "Open" photos



Some EDF things I know and why? Author Unknown

RPM don't increase much, if at all

"I put my hand over a vacuum cleaner hose and the RPM increases" Well, it does a little but not as much as you would think by the sound. What you are hearing is the noise of the motor at a higher pitch because of the lower air pressure. It's like your voice sounding high pitched after sucking on a helium balloon.

When testing a DS 75 once on 10s I put a ply plate with a 2 inch hole in the middle over my testing inlet for 15 seconds. RPM wavered at around 200 rpm more then started to decay as the motor got hot and lost efficiency. Brushless motors work in a certain KV range and they cant do more than their rated KV otherwise they become a brake.

The load barely changed, I also decided to crush the acetate outlet with my hand (with the full inlet open), that did not change the load either. Tried that with a Dynamax and it just blew the thrust tube off.

RPM in a dive A friend of mine Paul Grey (the Hawk guy) had one of the first electronic rev counters in his Ramtec OS91 model. Did a max speed fly by and checked the max RPM on landing. Took off and did a big dive and the rpm seemed to increase as he dived and decrease as he climbed away. Landed and checked the max RPM and it was a little higher but as near as no difference at all. This is when we all knew we were hearing the Doppler-effect and not the RPM.

But the ICDF speed freaks used to blow con rods by over revving in a dive

No, they pulled out of the dive and the G load caused a lean engine run and blew the con rod through lack of lubrication, the lean engine likely accounted for any momentary increase in RPM.

Does my model increase in load with forward speed It depends on the inlet and the original bench values. If the measurement in the model static on the ground is less than what you benched (almost certainly due to inlets if that's the case) the model will try and find more load as it moves forward and yes the load will increase, but it will never be more than what you benched, the bench will give you 100% and you will never get more than that unless something changes such as the altitude you are flying at or the Lipo source.

Why wont my EDF rpm increase in a dive

The inlet is bigger than the outlet so in a dive you have a very narrow parachute with a fan in the middle. You also have gravity acting as an engine and this engine will push more air into the inlet and increase the load like it inflates a parachute. If the load increases we know the RPM won't increase, it never does if you increase the load. Also you are descending, that factor also will increase the load due to the increase in barometric pressure. You are now going faster as you are processing more load, but you don't have more RPM.

Fans 'Unload' in flight No they don't. The load reduction has nothing to do with the fan or its forward speed. The increase in altitude as the model fly's reduces the barometric pressure and that decreases the load. We know the RPM does not increase or decrease so the only thing that changes is the air pressure on the fan, higher up you are the less pressure there is. You want the load, load is good if you are losing load, win back that loss by reducing the tailpipe diameter or increase the motor KV.

End of the day, a lot of people believing something don't make it true.

Jayhawk Float Fly

Radio Control Float Planes

Sat. June 25

By: Jayhawk Model Masters

***Location: Bismarck Lake
North Lawrence, KS***



***From Hi-Way 24-40. Go 1.1 Miles East on Lyon Street
To N 9th Street, then 0.3 Miles North***

Landing Fee: \$15.00

Contest Director: Gary Rauckman 785-423-2700

Registration Starts @ 8:00 AM

Concessions & Facilities On Site

Spectators Welcome



*Jayhawk Model Masters
c/o Gary Rauckman
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