



**AMA Club # 2013
Year 2013**

www.jayhawkmodelmasters.com

December 21 Meeting

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

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

Schedule of Events:

Dec. 21, JMM Club Meeting

Thursday's, JMM Building Night

**Feb. 8, KCRC Swap-N-Shop
John Knox Pavilion**

Jan. 1, Freeze Flys

May 3, Jayhawk Open

May 10, Jayhawk Electric Fly-In

May 15-18 ?, Midwest Slope Challenge

**May 16, Airport Aviation Camp
And flight demo**

**Facebook at:
Jayhawk Model Masters**

2013 Officers

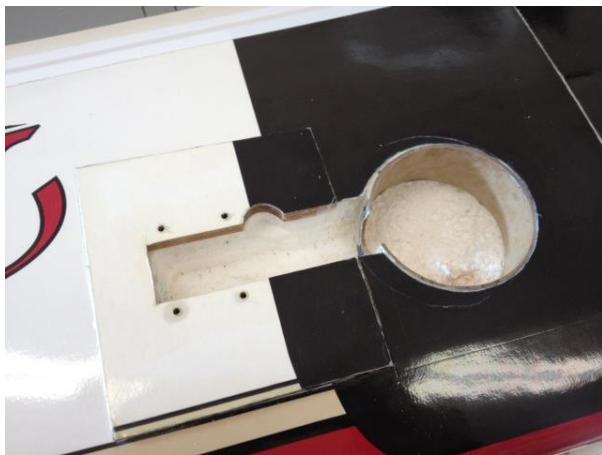
President	Dave Alexander	843-3960
Vice Pres.	George Jones	727-5970
Sec/Treas.	Jerry Foree	749-0594
Fld Safety	Fred Heinecke	841-0397
Board 3yr	Al Lata	842-3420
Board 2yr	Gary Webber	841-3418
Board 1yr	Jim Morris	865-0952
Editor, yrs	Gary Rauckman	843-3281

News-wrap

Its Friday evening and we have a cold wet drizzle outside; its perfect weather for one of two things. Either you get out your “double reed” duck call or you get started on your winter project. It’s your choice. Hey, I even have a pre-winter project.

Bill Elkins gave me the Like-new Flitecraft Bonanza kit that he wasn’t able to sell at the Swap Meet last Saturday. So, what do I do? I start drilling and cutting, and before you know it, I have the wings and the fuse nearly ready for retracts. I modified several of these kits for retracts about 10 years ago, and I still had the patterns that I used.

The wings need to be drilled for 2 spars in place of the one it was designed for. Then I cut the bottom cardboard covering to expose the spars and then glued the plywood mounting plates to the spars. See photo:



Here is a photo of the bottom of the fuse that has been slotted. The retract bulkhead is now in and the nose gear retract installed as shown here:



I trust that Bill doesn't mind what I just did to this near perfect kit, but that's what we do. For you "Newbies", this is what we call "kit-bashing". And the king of kit-bashing in my books, is our very own Nate Ericson. Since I'm between jobs this winter, I might have a little more time to build than usual.

Showed below is another project I have been working on for the past month or two. For five or six years, I have been sitting on a half finished BVM Maverick electric jet. So, I finally decided to finish the glass work and start the many coats of primer to get a smooth finish ready for paint. As shown here, I am working on the horizontal stabs.



Well, that's enough about my projects, I need to hear from you guys as to what you are doing. I'm sure Jim Denny has something in the works, and Jim Morris is probably about to get started on that T-34. Anyway, send me an email and/or photos.

Hobby Lobby, New Name?

I just noticed that Hobby Lobby has now changed its name to Hobby Express. Perhaps they were bought out by Hobby Express. While looking through their list of offerings, I noticed that several of their "sold-out" kits such as the 94" Telemaster are available again. I notified George Jones who has been looking for a replacement to the "flag-puller" he lost last summer. I also noticed that some of their kit prices have been substantially increased.

Renew Your Membership

Yes, every year at this time, we encourage you to renew your membership. I believe we now have about 55 members, and it would be great to see all of you guys renew again for next year.

Lets face it, \$75 for a whole year of flying is an incredible deal. The club would also like to keep making some additional field improvements this year to make your flying experience even greater. Not to mention the mortgage payments for the officers club condo. Oh, now you want to be an officer. Speaking of officers, here is a list of those who were nominated at the Nov. club meeting. Nominations may be continued at the Dec. meeting before we vote.

Officers Nominated to Date

President	Robert Sharp
Vice-Pres	Gary Webber
Sec/Treas	John LaGreese
Safety-Officer	Darrel Cordle
3 Yr. Board	Mike Weinsaft
1 Yr. Board	Don Boucher

Al Lata is the only officer retained from last year. He is the 2 year Board member.

Wildcat Fuels now by Byron

You guys may have noticed that Wildcat will no longer be mixing RC model fuels. I understand that they have turned their production over to Byron. I'm not sure if they will still have a label made by Byron, or whether their fuel and label are to be totally absorbed by Byron. We shall soon see.

Swap Meet Season

Some of you guys on the back row, may or may not be aware that we are now in the midst of swap meet season.

Last Saturday, Dec. 7, four of us had tables at the SMRCC swap-n-shop. It is always fun to do this, but it is not always profitable. It is also a lot of work. John Bowman, George Jones, Bill Elkins and myself made attempts to sell some stuff at this last swap meet, and plan to give it another try at the KCRC swap meet in February. Unfortunately, I forgot to take photos of our table displays, meager as they were.

I understand that George Jones sold his Fokker DR-1 Tri-plane to a person who plans to use it in a movie. And Bill Elkins brought at least 4 giant scale kits to sell, and sold only one of the four. I believe his prices were substantially lower than what you could purchase them for.

Nov. 29 Flyers

I stopped at the field on Nov. 29 to see who was flying, and there was at least 4 pilots while I was there. There were also at least 2 crashes. One was a 40 size Edge 540 flown by Mohamed BelAzrag shown below:



I think Steve Lewis also put another plane in; I believe it was a high wing modified trainer. Steve was also flying a micro-copter, and I was able to photograph it. See at the top of the next page.

Steve's Micro-Copter



Prospective Member

I happened to run in to a new flyer at the field, and his name is Nathan Gonzalez. Nathan had his whole family there to watch him fly. His aircraft needed some attention, so, Darrel and I made some adjustments and we were able to get it up at least once. However, it was determined that Nathan needs more time with a buddy box. Nathan is a friendly guy and plans to join the club. He may be at the Dec. club meeting this Saturday, so give him a warm welcome. Here he is below with his trainer:



Nov. 16 Club Meeting

Our Nov. meeting was a little unusual in that we had kind of a show and tell program put on by our old friend Darrel Watts from The Barnstormers club in KC. Darrel was not only showing the giant Grumman Widgeon but was also promoting float flying in general, and the Paola Float Fly specifically.

Darrel has been working on the 120" G-44 Widgeon off and on for about 13 years. The $\frac{1}{4}$ scale bird is powered by two Moki 210's and fly's with 20 x 8 wide blade props. The complete 55 lb. aircraft is fiber-glassed and painted. It also features removable outside wing panels and removable tail pieces. Here are Darrel and Pat McGee doing the assembly:



We had 2 other aircraft for show and tell and they included the 94" Lanier Edge 540 shown by George Jones and Jim Denny's 76" MPG Extra 230. Jim squeaked out George by one vote to win the Model of the Month prize.

George has been working on the big 540 for the past 4 months; it weighs about 23 lbs. and has a DLE 85 for power. George had to cut the firewall box back about $\frac{3}{4}$ " to shoe-horn the engine in there. Here is the Edge 540 below:



I believe Jim Denny's Extra 230 was built from a kit and weighs about 9 lbs. The aircraft is powered by an OS 91 FX 2-stroke and is covered in cream and green monokote. An excellent covering job. I think I will have Jim cover all my stuff from now on. Shown here:



And here is a view from the handrail.



Jerry Foree gave the Treasurer's report indicating that we made \$586.59 on the Big Bird Fly-In. Our overall net worth is now sitting at \$4248.89, and an excellent end of the year balance.

The balance of the meeting was used for the nomination officers for the 2014 Calendar year. Nominations went relative well in that most of you guys were willing to volunteer for the vacant positions.

Lithium Polymer Battery Storage

A unique characteristic of lipos is that their life span is dependent upon aging from time of manufacture and not just on the charge/discharge cycles. An older battery will not perform as well as a new one, due solely to its age. This drawback is not widely publicized or known by the typical user.

As lipo batteries age, their internal resistance rises. This causes the voltage to drop under load, reducing the maximum current that can be drawn. Additionally as lipos age, usable capacity is lost. Typically once a battery has lost 20% of its rated capacity it is considered at the end of its useful life. What can we do to minimize these effects? Manage 2 factors that are totally in our control: cell storage voltage and storage temperature.

Storage Voltage

A fully charged lipo is approx. 4.2 volts. Lipos are different in that they should never be stored fully charged. Lipos should be stored about "half full". Many of the newer balance chargers have a "storage mode" which charges the pack to the proper reduced voltage state for storage. This is the simplest thing that you can do to lengthen their usable life span. This should not just be done for the winter but during the flying season as well.

Temperature

Lipo batteries function via a chemical reaction that occurs inside the sealed foil envelope. Cold temperatures slow down the chemical process, and work in our favor when it comes to lipo storage. It turns out that the typical household refrigerator (37-40 degrees) is the perfect storage place.

Put lipos in a plastic zip top bag and place them in a fridge when not in use. When you take them out leave them in the bags, to prevent moisture from condensing on them as they warm to room temperature. Typical routine for Sat. flying would be to remove the lipos Friday after work and then charge them mid evening to be ready to use on Saturday. Repeat the storage process after flying: discharge and charge to storage level, and place in the fridge until next time. The idea is to not leave a pack fully charged or at room temperature for more than 24 hours if at all possible. Boy Howdy, I wish I knew this 5 years ago.

***"Darn, Some days you just
can't avoid learning stuff"***

Japan Bombed the U.S. Mainland?

September 9, 1942 - The I-25 class Japanese submarine was cruising in an easterly direction, raising its periscope occasionally as it neared the U.S. coastline. Japan had attacked Pearl Harbor less than a year ago, and the captain of the attack submarine knew that Americans were watching their coastline for ships and aircraft that might attack the country. Dawn was approaching; the first rays of the sun were flickering off the periscope's lens.

Their mission: Attack the West Coast with incendiary bombs in hopes of starting a devastating forest fire. If this test run was successful, Japan had hopes of using its huge submarine fleet to attack the eastern end of the Panama Canal to slow down shipping from the Atlantic to the Pacific. The Japanese Navy had a large number of I-400 submarines under construction, each capable of carrying three aircraft. Pilot Chief Warrant Officer Nobuo Fujita checked his charts, making sure they matched those of the submarine's navigator.

That fateful day, Nebraska forestry student Keith V. Johnson was on duty atop a forest fire lookout tower between Gold's Beach and Brookings, Oregon. Johnson had memorized the silhouettes of Japanese long-distance bombers and those of our own aircraft and felt confident that he could spot and identify friend or foe almost immediately.

Aboard the sub, the captain's voice boomed over the PA system: "Prepare to surface; aircrew, report to your stations, and wait for the open hatch signal." During training runs, several subs were lost when hangar doors were opened too soon and seawater rushed into the hangars and sank the boat with all hands lost. You could hear the change of sound as the bow of the I-25 broke from the depths, nosed over for its run on the surface. A loud bell signaled the all clear.

- - - - - To be continued - - - - -

Jayhawk Model Masters Radio Control Club INC.

AMA Charter # 2013

Year 2014 Membership Application or Renewal

Please complete this form and return with proper dues payment and proof of AMA Membership for the year of 2014 to a club officer.

The Jayhawk Model Masters R/C Club Inc. is an AMA chartered club so you must be a current AMA member first. Contact AMA (Academy of Model Aeronautics) at 1-800-435-9262 for membership information. To verify your AMA membership, you must show your AMA membership card or proof of payment to the club officer taking your application. If sent by mail, a photocopy of your AMA membership card is acceptable.

Full Name (**Print**) _____ Spouse Name _____

Address _____

City _____ State _____ Zip Code _____

AMA # _____ Phone # _____ Cell Phone # _____

Birthday _____ Radio Channels _____

E-MAIL address _____

I agree to abide by all AMA and the Jayhawk Model Masters R/C Club INC. rules and any decisions made by the Jayhawk Model Masters R/C Club INC. Officers or Board of Directors.

Signature _____ Date _____

Annual Dues: Prorated quarterly for new members only, **Adult**, 1st \$75.00, 2nd \$56.25, 3rd \$37.50, 4th \$18.75

Family (with youth under 18 years old), 1st \$80.00, 2nd \$60.00, 3rd \$40.00 4th \$20.00

Youth (17 years old and younger), 1st \$25.00, 2nd \$18.75, 3rd \$12.50, 4th \$6.25

Social Membership, (no flying or voting rights), 1st \$25.00, 2nd \$18.75, 3rd \$12.50, 4th \$6.25

Note --A key to the flying field may be obtained during any regular club meeting and requires a \$3.00 deposit.

Release and waiver of liability agreement

In consideration of me and or my children, guests, or other person or persons participating in club or field activity, hereby, for myself, my heirs, my executors and or administrators, waive any and all rights and claims for damages I may have against the Jayhawk Model Masters R/C Club INC. and any individuals elected or appointed to act as representatives of Jayhawk Model Masters R/C Club INC., U.S. Army Corps of Engineers or their representatives, the city of Lawrence, KS or their representatives. Also none of the above is responsible for injuries, the loss of personal items nor any other form of aggravation in connection with the club or field activities. I recognize that there may be potential hazards in this activity.

Full Name (Please Print) _____

Signature _____

Signature of Parent or Guardian (If under 18 years of age) _____

Mail To- Jayhawk Model Masters R/C Club INC.

% Gerald R. Foree

724 North St.

Lawrence, KS 66044



CHICKS DIG PILOTS



*Jayhawk Model Masters
c/o Gary Rauckman
1144 N 1100 RD
Lawrence, KS 66047*