



JAYHAWK MODEL MASTERS NEWSLETTER

May, 2016
AMA Club # 2013

No May Meeting

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

Persistent spring winds limited flying time this month, but the few calmer days brought out the winter builds. Conditions were ideal on April 12, so David Miller maidenized his modified [GP Big Stick](#). Check out the cockpit, cowl, and landing gear on this hybrid.



George Jones and Gary Webber brought their [Phoenix Edge 540s](#); George was dialing his in after a recent maiden.

Schedule of Area Events

- May 14** Jayhawk Electric Fly-in
- May 21** Airport Aeronautics Class
- May 28** [Sometimers RC Fly-in](#)
- June 18** JMM Monthly Meeting
- June 18** [Blue Sky Squadron Open](#)
- June 25** Jayhawk Float Fly
- July 16** JMM Monthly Meeting
- Aug. 20** JMM Monthly Meeting

Facebook:

[https://www.facebook.com/groups/
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Web Site:

[http://www.jayhawkmodelmasters.
com/index.html](http://www.jayhawkmodelmasters.com/index.html)



The next day was even prettier, and Wayne Donovan could not resist a trip to the field.



David returned with a winter-built [GP Escapade](#).



Three inches of rain in late April flooded the field and jump-started the grass, so mowing is in full swing. Although rain forced the cancellation of our work day on April 30, we

should be ready for our May events.

April 15 Meeting

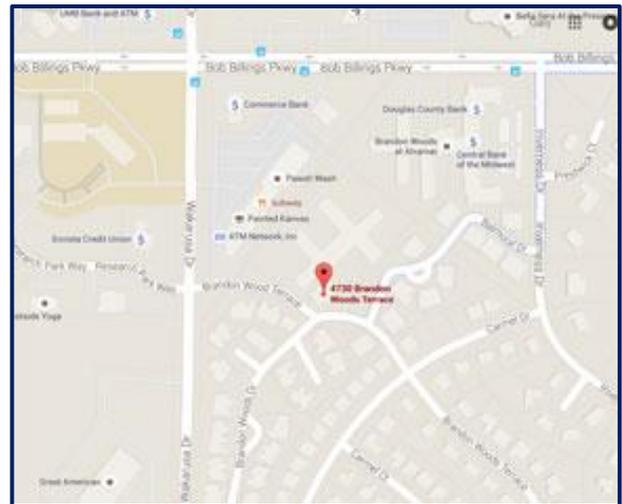
Show & Tell

George Jones was the only entry in Show & Tell, with his recently completed [Phoenix Edge 540 ARF](#). This affordable edge is well-built and has plenty of power with a Rimfire 1.2 and 6S battery.



Business Old and New

Two notable changes are coming. First, our June meeting will take place in our new meeting venue, the Smith Center at Brandon Woods, 4730 Brandon Woods Terrace, Lawrence. Breakfast buffet will cost \$10 for a full meal.



Take Wakarusa to Brandon Woods Terrace, one block south of Bob Billings Parkway. Drive east to 4730.

Second, now that we have a new gate, we will be changing the lock to limit access to paying members and guests. The pilot's lounge will get a new lock, as will the generator enclosure. All three will open with the same key. I will send an email to all members when the keys are ready and announce the change date. You can pick up new keys at the next meeting, or from Gary Webber, 785-312-4840. Only paid-up JMM members will receive keys.

A quick reminder that there will be no monthly meeting in May. We were forced to reschedule the Electric Fly-in due to a change in date for the Airport Aeronautics class, and this left no weekend for the meeting.

Monthly Raffle

Surprise! Patrick won the Phoenix P-40! He donated the plane to the club, and we will be raffling this plane at the Big Bird Fly-in in September. Thanks for your generosity, Patrick!



Getting to Know You Bill Elkins!

Our member profile for May features one of the strongest supporters of JMM in its entire history. Bill Elkins regularly donates planes, labor, and money to the club, and for many years donated a rental property to serve as our clubhouse. He recently brought his tractor and auger to the field to install the new gate. Here is a short biography in his words.

I came to Lawrence from Kansas City, Kansas when I was 15 in 1955. I got a job

working at Rusty's IGA in 1956, and worked there until I joined the Navy in 1961. I was stationed on the aircraft carrier USS Coral Sea CVA 41, and this is where I first really became interested in aircraft. When I got discharged in 1966 I went to work for my Father-In-Law the owner of Rusty's IGA.



While in the Navy I married my best friend, Sharon Springer. We have three children Nikki, Misty, and William Jr.

It was my son who truly got me interested in model airplanes. We started with helicopters but back then they were expensive and hard to fly, our first plane was a Sterling kit called Gazariator. Darrel Cordle taught William to fly in one hour and he is still trying to teach me. (Don't think I will make it.)

I joined JMM in the early '80's when they met at Gaslight Village Trailer Park club house. This has been a great experience. I have met great friends and a lot of characters, which I guess is the same thing. The most fun I've had has been in the development of our flying field parking lot, shelter, storage shed, etc. My wish would be to have a bigger and more active membership.

Thanks to Bill and Sharon for over 30 years of support for Jayhawk Model Masters! We appreciate all you do to make JMM successful and fun!

Jayhawk Open

After a week of windy forecasts, May 7 dawned sunny and beautiful with a light west wind and temps in the low 80s. Twenty-two

pilots were registered, and for the first time in a while, lunch was included in the pilot's fee. Many thanks to Kathy Rauckman and Julie Jones for organizing the upgraded lunch and providing baked beans, cole slaw, and desert. The lunch was certainly the best in recent memory.

Blue Sky Squadron was well-represented, with almost as many Topeka pilots as Lawrence. Thanks to all of our out-of-town guests for supporting our events! Steve Hancock from the Lansing Sometimers RC Club brought a number of fine aircraft, and showed his skills at 3D flying.

Bill Miller's scratch-built Pitts wanted to explore the runway, but once in the air it handled beautifully. There were a number of very nice biplanes, primarily from our friends at Blue Sky Squadron.



Greg Inkmann from the [Foundation for Aeronautical Education, Inc.](#) brought a handsome [Maxford Models 1/5 scale Stearman PT-17](#) with electric power, start-up smoke, and sound effects for a rotary engine.



This 77" wingspan ARF is a recent addition to the Maxford line, and shares some incidence issues with its smaller 50" brother. The optional all-wood dummy engine looked really good, and Greg had made a number of improvements to this aircraft, especially the landing gear.

There were three giant scale aerobatic aircraft, including an Extra and two Edge 540s. Here is Steve Hancock's Extra hanging from the prop.



Zach Stephens was a busy flier! This was his first event after certifying with Safety Officer Scott Borton. Here Paul Frankum is helping Zach with his handsome Red Tail P-51. Congratulations Zach! Great job!



Reminder: There is **no monthly meeting in May**. Join us at the Electric Fly-in, Saturday, May 14, and for the next meeting on June 11 at the Smith Center at Brandon Woods.



A truly beautiful day with mare's tail cirrus signaling the weather change that brought rain the next day. Thanks to all who attended!

Electric Flight

Lipo Storage

Lithium polymer batteries (lipos) power our electric model airplanes. With sizable inventories of packs that represent a fair investment, getting the longest life out of our lipos is in our best interest. Two words: proper storage.

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. It's a fact; lipos age and degrade even during non-use. What can we do to minimize these effects? Manage two factors that are totally in our control: cell storage voltage and storage temperature.

Storage Voltage: A fully charged lipo cell is approximately 4.2 volts. Lipos are different from other battery chemistries as they should never be stored fully charged. Lipos should be stored approximately "half full". Storing your packs at the proper voltage level is the simplest thing you can do to lengthen their usable lifespan (assuming proper application and use). Storage is not just "over the winter". If you only fly on the weekends, your packs are technically in storage all week, week after week during the entire flying season. Those cumulative hours can add up slowly degrading your packs.

Temperature: Reducing the storage temperature slows the chemical reaction of the aging/degrading process. There is a limit as to how cold is OK. Lipos don't want to be frozen solid, but keeping them cool during storage is most certainly in our favor. It turns out the typical household refrigerator (37 to 40 degrees) is the perfect storage place. Put lipos in plastic zip top storage bags and place them in the fridge when not in use. When you take them out leave them in the bags, to prevent any atmospheric moisture from condensing on them as they warm. After they're at room temperature, use them as you normally would. To see it all in black and white look at the table below...it tells the whole story.

How long a pack last is in a large way up to you. It's your decision on what you want to do to care for your batteries. It doesn't take much effort to get the most out of your lipo investment.

Permanent Capacity Loss versus Storage Conditions		
Storage Temp.	40% Charge	100% Charge
0 °C (32 °F)	2% loss after 1 year	6% loss after 1 year
25 °C (77 °F)	4% loss after 1 year	20% loss after 1 year
40 °C (104 °F)	15% loss after 1 year	35% loss after 1 year
<i>Source: BatteryUniversity.com</i>		

From [The Valley RC Flyers](#) in Fargo, ND.

Clinton Airport Visitors

Here is an article submitted by George Jones. Thanks George for contributing this story!

On April 14th we had 8 visitors to our field from The University of Glasgow in Scotland: Andrew Mortiner, Chris Logie, Omar Rasul, Vladislav Andrvjako, Julius Bartesivicus, Stoyan Barbahov, Aki Ruohan and Sifoyiannos Nevradakis. They were some of the [School of Engineering students](#) taking part in AIAA (American Institute of Aeronautics & Astronautics) design/build/fly competition. To see more about them and the University click on the link above.



Their airplanes that I saw all had short wingspans and short horizontal stabs. The front fuselage of one was built from a plastic pop bottle with a carbon fiber tube to connect the tail section. The other airplane they called their Flying Boxcar, it had a large long square fuselage and a short wingspan.

The wind was not in their favor for these very light aircraft and they had some minor damage trying to land in these conditions. The pilot was a current AMA member and had his FAA registration. They were very appreciative to be able to test fly their airplanes at our field. They were on their way from Glasgow to Wichita to fly their planes in competition.

This was a very nice group of young men, and before they left they presented me with one of their polo shirts like the ones you see in the pictures. To see more about them and the University click on the link above.

Pig Pen is Reborn!

One of the more interesting aircraft that appeared at the Jayhawk Open was a Clipper named Pig Pen. It was recently rebuilt after a crash and many years in storage. In the mid-eighties this aircraft was flown non-stop from Lawrence to Topeka and back. One of the pilots, Darrel Cordle, tells the story.



I was one of the pilots that flew the old-time Clipper on a cross country flight in late 1985 (I'm guessing on the date). We flew it from the back of a pickup. We had two transmitters on the same frequency and when one of us got tired of flying we would coordinate turning on and turning off the transmitters so we wouldn't lose control of their aircraft.

We flew it to the Topeka Flying field which was southwest of Forbes Field, just west of 75 highway. Our first attempt failed because the engine quit and it landed in abandoned pig lot. It was fortunate that it was abandoned! We picked it up and brought it back and it was aptly named Pig Pen. Turns out we had run out of gas due to a leaky front seal. The plane carried about 25 ounces of fuel. We put a second engine on it and tried again.

Obedying traffic rules meant that we had to periodically circle. It was about 100 feet high or so, so we would coordinate with the driver to start at the same time and the same direction. One interesting aspect was that as we were headed north approaching the Topeka field from the south, the wind was strong from the east, and was blowing strong enough to make the aircraft crab into the wind so much that Pig Pen was flying sideways!

We made it to the field, decided not to land, and made a low pass instead. We could see that there was plenty of gas in the saddle tanks, and decided to head back to Lawrence. We made it all the way back with no problems, and when we landed we still had enough fuel to probably make it half way to Kansas City and back! Total flight time about 2 hours round trip. I believe Richard Ballard was involved, and perhaps Greg Kloepper. It was a fun project!

A Few More Open Photos

Here are a few more photos from the Open. Thanks Jim Morris! See you next month!

