

JAYHAWK MODEL MASTERS NEWSLETTER

Jayhawk Model Masters | AMA Club #2013 | October 2022

jayhawkmodelmasters.com

Club Meeting This Month

Meeting October 15

Note Time and Location!

**Six-Mile Chop House, 4931 W 6th St,
Lawrence, KS 66049**

Lunchtime instead of breakfast
(see below)

Please join us.

Schedule of Events:

Oct. 15th, Club Meeting

11:00 a.m.: Lunch & socializing

Noon: Business meeting

Club meetings—normally on the
3rd Saturday of the month except:

- No meeting in May
- No meeting in August
- *September meeting a week early (Sept. 10)*

2021 Flying Events

Dec 31 – Jan. 1 *New Year's Eve Night*

Fly: Fly in the new year

(Location TBA, possibly Capital City
or Foundation for Aeronautical
Education)

Jan. 1, 2023 – Freeze Fly
(also TBA)

Newsletter Committee: Dave Alexander
(Ed. In Chief), Scott Stordahl and Glenn
Minor

2022 Club Officers

President Scott Stordahl
(816) 215-2880

Vice Pres. Mike Randel

Sec./Treas. Jim Morris

Field Safety Glenn Minor

Board 3yr John LaGesse

Board 2yr Phil Abbadessa

Board 1yr Gary Webber



October meeting raffle prize!
**Edge 540 (Phoenix
Models) 55" GP/EP ARF!**

September Club Meeting

By Dave Alexander

On Sept. 10, the club lunch meeting was held at 6 Mile Chop House with 8 members and one visitor, Justin Pennington, attending. Some long-time members may remember Justin, who was a JMM member back in the mid-2000's when he was a grad student in KU Aerospace Engineering. He moved to New Jersey out of grad school and is now living outside New York City. He returned to Lawrence for Gary Rauckman's funeral and attended our meeting.



Scott Stordahl called the meeting to order around 12:20 p.m. Given that Scott had been out of the country most of the week, he had little on the agenda.

Treasurer Jim Morris was home with Covid, so Scott went over the financial report. Since we had no meeting in August, that report was covered first. Income included July meeting and Fun Fly raffles and Fun Fly food sales and pilot fees, a donation, and new member dues, totaling \$894.86. Expenses included mower gas and repair parts, used porta-potty and lock, Fun Fly trophies and food, Big Bird raffle prize, Float Fly Permit and other miscellaneous items for a total of \$1991.29. With cash on hand that gave us a balance of \$3256.36 to start the next month. The Sept. report showed income of \$200 from selling the backup Timber, and expenses for porta-potty cleaning and Sept. raffle totaling \$178.26, giving us a balance at the end of the month of \$3278.10.



As we decided earlier, with fewer than 12 members present, the raffle was postponed to next month. Note that the next raffle winner will get their choice of an Edge

540 ARF, a Sig Something Extra kit, or an OS 46AXII. engine.

Scott described the Raffle prize for the Big Bird Fly In: the Seagull Models 71" Stearman ARF biplane in the Red Baron Pizza Squadron colors as seen in a recent issue of Model Aviation next to the full-scale Red Baron Stearman.

We were reminded that the Blue Sky Squadron's Big Bird Fly In is next week, and our own JMM Big Bird Fly In is the following weekend. Scott called for volunteers to help set up for our Big Bird. The plan is to meet for lunch on Friday at Johnny's West (near 6th and Wakarusa) and then go out to the field to do the setup.

The mower was not starting well and the battery won't hold a charge any more so George Jones bought and installed a new battery. Scott now has a replacement hydrostatic drive cover which he plans to install after the main mowing season ends.

There was some discussion on disposing of the old, damaged porta-potty. Someone suggested keeping it for next year's Fun Fly to do a real "in the can" event instead of using a pretend outhouse made of cardboard. Probably not a realistic option. It will most likely have to be hauled to the dump at some expense.



The meeting adjourned early so that those at the meeting could leave in time to go to the memorial service for our greatly missed friend and club member, Gary Rauckman.



2022 Big Bird Fly In

By Dave Alexander

This year's Jayhawk Big Bird was held on Sept. 24. Although the day started out cool, by the time most pilots had signed in it was comfortably warm. Weather was near perfect, with sunny skies and near calm winds all day. Turnout was outstanding, with 39 registered pilots and numerous spectators. We also sponsored a swap meet along with a "clean out the shed" sale, where many bargains were available.



Jim Morris and Mike Randel handled registration



Two Beasts, one gas and one electric. Can you tell which is which?



Multi-wing action from some Blue Sky Squadron members



Deals galore at swap meet and shed sale



Vern Nelson taxis out his Beast (Pitts Model 12)



We had some visitors from Raymore, MO, who brought these trailers full of really big (20% scale and larger) airplanes. B.C. Chansaviang said he thought he could ride in this one!





Those are some BIG model airplanes



No, Greg Inkman didn't let out the magic smoke. That's just his ultra-realistic electric Stearman starting up; has full-scale engine sounds, too!



John LaGesse's awesome P-40

Wayne Hittle's Morrissy Bravo, formerly owned by our own Darrel Cordle



Look out, John, someone's after you!



In spite of engine problems with one of his planes, Paul Tormanen put on an amazing aerobatic demo with this 20% Decathlon.



Not all planes had props. Mo Belazrag's custom painted F/A-18

The Red Baron Stearman raffle prize was won by our own Scott Stordahl (fair and square, really!), and the UMX GeeBee second raffle prize was won by Glenn Minor.

A Scary Moment....

By Patrick Deuser

Wow! Four fabulous weekends in a row for four fabulous flying events held by local clubs. Hope you got a chance to enjoy them. In a rare twist of fate, I was able to get to all of them this year. Unbelievable weather and camaraderie at all of them. I would like to talk about an incident at the Capital City field at their memorial fly in a few weeks ago. This isn't meant to criticize by any means but rather to educate and hopefully prevent a similar incident from happening again and to give us all a reminder that sometimes things happen that are unexpected.

For those who are unfamiliar with the Capital City field below the dam at Lake Perry they have a large pit area and a long wide runway that is separated by about a one hundred foot or longer taxiway / walkway. It is all grass, and the tendency is to taxi back and forth with your airplane, so you don't have to carry it or drag it back and forth.

Late in the day Mike Randell and I were hanging out with Jim Morris under his canopy. A well experienced modeler had just completed a flight with his giant Sukhoi. Mike was sitting in front of me, and I was leaning on Jim's tailgate shooting the breeze with Jim and Mike about all things modelling related, just enjoying the day and not really paying much attention to what was going on. The modeler mentioned above was taxiing back to the pit area from the runway. As most of us do when taxiing in the grass he was blipping the throttle and then backing off so the plane wouldn't get going too fast. All, of a sudden, people started screaming "Look out!" The giant Sukhoi was heading straight for us at a pretty good clip. That got our attention and our hearts pounding and adrenaline flowing. I think Mike would agree that the color of adrenaline is brown and not very pleasant smelling. The only thing that saved us was the fact that Bill Miller's beautiful giant cub was sitting right in front of us. The Sukhoi slammed into Bill's cub, chewing into the left wing of the cub and mangling the wing struts, balsa and covering. Another modeler ran over and was able to hit the kill switch on the side of the Sukhoi to kill the engine.

So, what happened? Post incident analysis

determined that the airborne battery failed right after the blip of the throttle meaning that the plane was completely uncontrollable. The pilot was unable to kill the engine from the transmitter or turn the airplane away from us. I know the pilot personally and know he felt awful about the whole incident. Bill was a little upset about his airplane but was glad it was there to prevent a serious injury.

At our field we often taxi toward the openings in the pit fence before shutting the plane down. A better practice would be to not taxi directly at these openings and taxi along the pit fence and away from other pilots flying, instead. I for one am going to try to remember to do that when others are present at the field.

I guess the takeaway from all of this is that we need to all remember that at any point in time any number of things can happen to ruin an otherwise perfect day of flying. Batteries can crap out, control linkages or electronic parts can fail, years of wringing out your favorite airplane can fatigue the structure and it could fail. Dumb thumbs are also a possibility. (We all have those moments, right?) Maybe we need to think of our aircraft as a loaded weapon and do our best to operate it in a manner to minimize the chances it could hurt someone.



(^^Thankfully not at any of our local fields!^^)

Vicious Spiral

By Mike Weinsaft

In these times of rising prices, I assume you really don't want to unnecessarily destroy your Lipo batteries, especially the expensive ones. No doubt when you got into this Hobby (or when you got your first electric plane) one of the first pieces of information you were told was to make sure to buy a "Balancing" charger.

Why was that and how can you keep from getting into the "Vicious Spiral"?

The "Vicious Spiral" comes from pushing your planes hard in the air. HARD... and then not performing a balanced charge. When flying, the current is provided to the ESC by the red and black main power leads. Current is pulled hard from the battery by the ESC and motor with NO differentiation of the cells. However, each battery cell has a slightly different internal resistance. Therefore at the end of the flight, if you check each individual cell, you will see that there is a difference in the amount of **Voltage** left there. If you then charge the battery on a fast charge, it will sense the total voltage on the battery and stop when the total battery voltage meets a set value. Individual cells may be at different voltage (or capacity levels). By repeating this process **over and over** again, one cell may become lower and lower in voltage to the point where the charger will not allow that cell to be recharged again even in a balanced charge.

If you look at a battery that has gone bad, you likely will see exactly what I have described here. I am *not* saying to never perform a fast charge. However the more often you do a Balanced Charge, the better it is on your batteries.

Storage: If your batteries are going to be sitting for 4 or 5 days or more make sure to use your charger to set them to a 50% capacity. * (there may be some small differences here with different chargers; so 40 to 60% is ok...) There are 2 things which are guaranteed to degrade (or destroy) your Lipo batteries; one is HEAT – PERIOD and the second is to store them at a 100% Charge indefinitely. (Spektrum Batteries go thru a self-discharge process after 48 hours of non-use to set themselves to the 50% capacity.)

Charger Finishing Voltage: Also be on the

lookout for the possibility of a Charger that is mis-adjusted for the full charge voltage per cell. 4.20 Volts is an accepted standard for full charge. Any higher, and your batteries are being put into jeopardy. Slightly lower will theoretically make them last longer ... but have slightly less capacity.

Spektrum: If you own a Spektrum brand charger, most of the above will not apply to your situation, as everything is done automatically by your machine. You don't get any choice; every charge is both fast and balanced (it goes back and forth between them), but at the end of the charging process all cells should be balanced.

Capacity Checking: The best situation is to charge your batteries using "Balanced Charge", then check the balancing of the cells with your capacity meter. Make sure the battery is cool. Fly but not at full throttle the whole flight. Try to land with 30 to 40% left in the battery. This is found by trial and error by timing your flights and checking capacity. Or perhaps even better – using onboard telemetry as read out on your Binford 24000 Transmitter. The less capacity left when you land, the more stress on the battery. 30 – 50% Beautiful 20% - getting iffy 10% left VERY iffy. And below 5% - you are nearly guaranteed to have problems very soon.

Capacity Meters and Balance Plugs: Note also that there seems to be two different schemes of the wires on the balance connectors where they plug into the capacity meter.



The balance plug above has emphasis on the black or Negative wire going to the most negative pin on the connector (orange arrow).

The Spektrum battery and checker below has an emphasis on the Orange wire (indicated by the blue arrow), which is the most positive wire. Be sure to read carefully all the instructions that came with your Charger(s) and Battery Checkers.



And finally, my favorite quote, "I just love going home with all of my batteries at 50%, and none of my planes going home in a trash bag ... !"

Seen at the Field . . .



George Jones prepping for another flight on his resurrected Edge 540.



Mike Weinsaft photos

Mo Belazrag does fly planes other than jets. Our reporter says that it has a very scale finish, and Mo makes it look easy and smooth in flight.



One of Spencer Keith's big EDF jets (Su-27?)



Sunset at CIMA
(Glen Minor photo)

From the President...

By Scott Stordahl

Best month of flying ever!

If you would have told me at the September club meeting, I would have never believed it. Four weeks in a row, four flying events and four perfect weekends of light winds, sunny skies, and mild temperatures. For those scoring at home the four events were: 1) Blue Sky Big Bird, 2) JMM Big Bird, 3) Capital City Memorial Fly-in (rescheduled from earlier in the year), and 4) FAE Memorial RC Airshow.



Blue Sky Big Bird

It was refreshing to see fellow Jayhawk Model Masters supporting all three neighboring events. For those of you who haven't strayed far from the nest and experienced flying at other club's fields, I recommend giving it a try. Blue Sky, Capital City and FAE are all great places to fly, and each have their own idiosyncrasies to master. I will definitely be back next year to share their airspace.

A belated congrats to our very own Patrick Deuser, (yes, I realize we share him with other clubs), for winning the overall Fun

Fly event hosted by JMM in the triple digit heat this past July.



Big Birds at the JMM Big Bird event

By now most club members are aware of the Logo Design Contest from an email earlier this week. The winning design will be used to decorate our next round of shirts, hats, etc. Please draw, scratch, color, tattoo or take a picture of your ideas. Enter early and often, we hope to have swag available by our December meeting (yes that is an aggressive time schedule).

Finally, there will be a Freeze Fly, New Year's Eve/Day Flying so get a plane setup with lights. Location will be announced shortly we are in talks with Capital City and FAE as to who will host this year.

***Until next month, be safe
and fly often!***

