



JAYHAWK Model Masters Newsletter



www.jayhawkmodelmasters.com

Year 2011

2011 Officers

January 22 Meeting

JHMM Club House
305 West 23rd
Lawrence

8:00 AM – Breakfast

9:00 AM – Business Meeting

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
Board 3yr	Jim Morris	865-0952
Board 2yr	Harris Tate	841-8946
Board 1yr	George Jones	862-2599

Newsrap

I just got back from the KCRC Swap meet, and I have yet to get started on the monthly rag until right now. So, here we go.

I think four of us ended up with tables to do some swapping this year, however, I didn't see the electric guys as vendors, usually headed up by Hank Darnell. George Jones, Phil Abbadessa, Larry Davidson, Al Lata, and yours truly were present and accounted for. Tom Supancic didn't attend this year, and it's a good thing because I needed all his space for myself. I brought too many large airplanes, and of course that eats up table space fast. Darrel Watts from Shawnee Mission was surprised I brought my 88" Cessna 337 push & pull on floats. I think he was secretly hoping it wouldn't sell so I would bring it next year to their float fly.

Schedule of Events:

Jan. 22, JHMM Club Meeting

Thurs. Eve.'s, JHMM Building Night

Jan. ? Model Talk Meeting?
"It's not too late"

Feb. 10, Franklin County Flyers Meeting
"6:00 Wellsville Big Boppers Café"

May 7 , Jayhawk Open

May 14, Jayhawk Electric Fun-Fly

Swap Meet Photos



Model Citizen

Army Reserve retiree reclaims favorite hobby. Jan 3, 2011 Article in JW GO

Gary Allcorn was a model child; he's now a model man. He started building plastic airplanes at 6 and is now president of Jayhawk Model Masters-Lawrence model airplane enthusiasts' club.

Allcorn's flying passion started in 1956 when his mom bought him a nickel paper kite for his sixth birthday. "I'd take it out every day and see how far I could get it to fly," he recalls.

"From there I progressed to 25-cent stick and tissue model airplane kits. I'd put them together and paint them to look like the real planes."

At 8 he abandoned school sports for a paper route to support his hobby. "I started building the Comet and Sterling rubber-band-powered paper and wood kits," he says. "It was difficult getting those early models to fly right because I knew nothing about flying or aerodynamics. I just put them together and hoped they'd fly."

He got his first control line gas-powered plastic model with a .049 glow fuel gas motor at 14. "I saved for months to buy it," he says. "After many trips to the park and crashes, I finally got one of them to fly. It was a great day in my life. I felt like a pilot."

Model airplanes were abandoned when hormones kicked in; girls became more interesting. He married his wife, Sue, at 17, and applied to the U.S. Air Force at 18 to fulfill his aviation dreams. His application was unsuccessful. He joined the Army and served in Vietnam for two years working with helicopters.

Upon discharge he took his models off the shelf, built control-line models from scratch but put them aside for nearly 30 years to undertake a hectic work schedule.

He joined the Army Reserves, worked with CH-47 helicopters for the Defense Department, became a trainer with the National Guard, a CH-47 inspector at the Army Reserve center in Olathe and ran his ranch at McLouth.

He retired in 2005 to raise Angus-cross cattle full-time. "I got bored in the wintertime, and Sue suggested I take up my hobby again," he says.

"There'd been so many technological advances in the hobby I didn't know where to start. I searched the Internet, found Jayhawk Model Masters. I called the president, attended a meeting and found a great group of fun, enthusiastic model airplane guys."

Allcorn's childhood passion was rekindled. He dusted down a control-model World War II bomber he'd made from scratch in 1973. "I was thrilled to find it still worked," he says with pride.

His basement's become a man-cave model aircraft factory. He admits it's challenging to find basic kits these days. "Most modern model planes are RTFs (ready to fly) or ARFs (almost ready to fly). You can fly them almost immediately," he says.

"I love building models from scratch and taking them to the club's two grass runways below Clinton Lake dam to see if they'll fly. Building something from nothing but a pile of wood and then seeing it take off and fly like a real plane gives me a great sense of accomplishment."

Supancic mixes hobbies

Now he's really gone off the deep end. Most of you know by now, that the "car thing" has most of Tom's attention. But, a radial-engine powered vehicle is just too much. See below:



Maiden Flights

I stopped by the field on Tuesday, Dec. 28, just in time to see Gary Weber maiden his new Phoenix "Katana" electric. He has a HK 800 KV motor in it for power, and it flies on a 4S battery. It doesn't have unlimited vertical like his E-Edge 540, but it is larger and a little heavier. Dave Alexander was also on hand to maiden his new Stearman PT-17 he showed at the Dec. meeting.



Here is Gary Weber about ready for takeoff of another "relaxing" flight.



Modeler: " You know we have all these airplanes started but nothing finished. One day we will finish something and confuse everyone"

Model Talk Meetings

We don't currently have a host for the Jan. Model talk meeting, but we possibly have one for the Feb. meeting scheduled for Tuesday Feb. 22 @ the home of Don Boucher. I understand he has a goodly number of builders kits, so I am looking forward to that date.

Club Meeting Raffle Tickets

The Board has decided to try the following raffle ticket reward system.

Buy Breakfast – 1 raffle ticket
Bring a flyable show & tell – 3 raffle tickets
Win the model of the month – 6 ducats
Win Model of the Year - \$100 funny money

Flying event dates set

We will have four sanctioned events this year, and they will all be one day events as follows:

May 7th – Jayhawk Open
May 14th – Jayhawk Electric Fly-In
June 25th – Jayhawk Float Fly
Sept. 24th – Jayhawk Big Bird

Dec. 18 Club Meeting

We had one new member and one visitor at the Dec. meeting. The new member is John Johanas, and the visitor was former member Justin Pennington. Justin stayed with us a couple days before driving home to Sioux City, and eventually the Minneapolis area for Christmas.

Jerry Foree gave his year-end treasurer's report, and his final report for his term. This prompted a discussion of the mowing expense, and whether we should consider other options. It was furthermore suggested that if you haven't turned in your priority list, do so asap.

We proceeded with the election of officers, and they were elected by unanimous ballot according to the nominations. They are now listed under 2011 officers on page one.

Jerry asked that those who special ordered some JHMM clothing to please pickup and pay for asap.

Show & Tell

George Jones brought a small hardwood model of a Fokker DR-1 Triplane that his daughter made him for Christmas. It has a 6.25" wingspan, a 2.75" prop, and weighs 12 oz's.



Dave Alexander was showing an E-Flite PT-17 Stearman Bi-Plane. It weighs 65 oz's and has a 44" wingspan. It has a power 15 motor and uses a 3S 3200 mah battery. Dave said he had to add 4 oz's of lead to the nose end to balance it.



The 3rd show & tell was Harris Tate who brought his latest swap meet find. This Kyosho P-51 was a last minute price-drop bargain he acquired at the SMRCC swap meet in Lenexa. The "51" is now electric powered with a Jeti 45/3 geared phasor motor, and a Jeti 70 amp ESC.



As you might not know, Dave Alexander did not choose the DX8 radio in the Nov. raffle, so it was available for the Dec. raffle prize. Jim Morris was the big winner this time around.



The Gal-O-Fuel was again won by Patrick Deuser.

***Hang On!!!!. WE""RE Going in.....
But Sir, WE DON""T HAVE
A BOMB!!!"***

Giant Scale P-40

I totally missed this one. I knew that TopFlite came out with a P-40 ARF, but I didn't take notice of the size until this last month.



This 86" bird weighs-in at 24 lbs. and requires a 55 cc power-plant. The downside is that it sells for \$579 and needs a \$399 set of Robart retracts.

Models of the Month – 2010

Jan. Hank Darnell FW-190



Feb. Phill Abbadessa, America Float Plane



April, Dave Alexander, Microraptor



May, Joe Gadzia, Kyosho P-40



July, Harris Tate, Space Walkler



**June, KC Moore, Blade MCX2
Helicopter**

Aug. Robert Sharp, B-17



Sept. No Show & Tell

Oct. John Lewis, Ford 48 Nov. George Jones, Lanier Xtra 300



Dec. Dave Alexander, E-Flite PT-17



Importance of Balancing Lithium Polymer Batteries

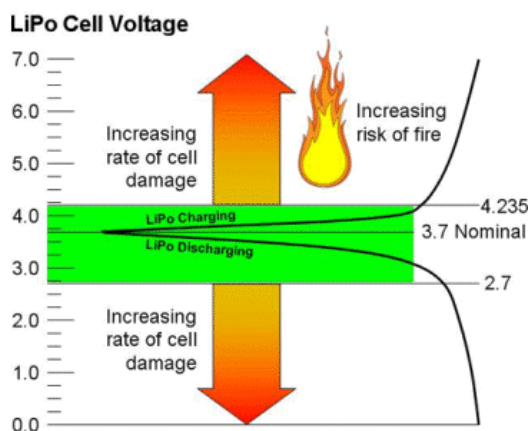
by Dave Buxton

The primary reason for this article is to explain the importance of using a balancer for Lithium-polymer (Li-Poly) battery charging every single time you charge your Li-Poly batteries. Balancing will greatly reduce the risk of your

batteries going bad prematurely.

Let's start with an illustration for those who may be electronically challenged:

- Imagine two 5-gallon buckets. One has been used for mixing paint and has several layers of it coating the inside.
- The bucket with reduced capacity (painter's bucket) will fill faster and will empty faster if the flow rate for each is the same.
- Normal aging and cell damage are like adding layers of paint. The cell with less capacity will charge or discharge faster than the other cells in the pack.
- Brand new battery packs can have cells that are poorly matched.
- Cell balancing is like drilling a hole in the bottom of the painter's bucket so it will fill no faster than the clean new bucket. We can put our finger over the hole as necessary to keep the two buckets in balance as we fill them.
- Using a Li-Poly balancer does not scrape the paint out of the painter's bucket.



Li-Poly chemistry accumulates a charge over a fairly narrow voltage range with rapidly diminishing capacity exhibited above and below this range. This explains why the voltage rises or falls more rapidly above or below this chemistry range. Operating outside this range of voltages will at best accelerate the aging process and can result in serious cell damage and even smoke and flame. A battery that could have lasted three years might fade away in less than a week if one cell has a significantly reduced cell capacity relative to it's mates.

**2011 MEMBERSHIP APPLICATION
JAYHAWK MODEL MASTERS
A.M.A. CLUB #2013**

NOTE: YOU MUST BELONG TO THE ACADEMY OF MODEL AERONAUTICS [AMA] BEFORE JOINING THE CLUB AND YOU MUST HAVE LIABILITY INSURANCE IN ORDER TO FLY AT THE CLINTON LAKE R/C FIELD.

FULL NAME _____

ADDRESS _____
CITY _____ STATE _____ ZIP CODE _____
HOME PHONE _____ CELL PHONE _____
AMA # _____ RADIO CHANNELS ____/____/____/____/____/____/____
BIRTHDAY _____ WIFES NAME _____

E-MAIL _____

I AGREE TO ABIDE BY ALL CLUB RULES AND THE DECISIONS OF CLUB OFFICERS

SIGNED: _____ DATE _____

ANNUAL DUES: \$50.00 [ADULT], \$25.00 [17 AND UNDER]
\$70.00 [FAMILY with youth under 18 years]
Dues Prorated Quarterly - FOR NEW MEMBERS ONLY

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

MAIL DUES TO: JAYHAWK MODEL MASTERS
C/O ROBERT SHARP
300 ILLINOIS
LAWRENCE, KS 66044

RELEASE AND WAIVER OF LIABILITY AGREEMENT

In consideration of my/or my children, guests, or other persons participation 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 the JAYHAWK MODEL MASTERS R/C CLUB, INC., the U.S. Army Corp. of Engineers, the City of Lawrence, or their representatives. Also, none of the above are responsible for the loss of personal items nor any other form of aggravation in connection with club or field activities. I recognize that there may be potential hazards in this activity.

In filling out this form, I acknowledge I have read and fully understand my own liability and do accept the restrictions.

FULL NAME [Please print] _____

SIGNATURE _____

SIGNATURE OF PARENT/GUARDIAN [if under 18] _____

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

16 ADDITIONAL PAGES!

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