



**AMA Club # 2013
Year 2013**

www.jayhawkmodelmasters.com

Facebook at:

Jayhawk Model Masters

September 14 Meeting

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

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

Schedule of Events:

- Sept. 14, JMM Club Meeting
- Sept. 17, Tuesday Night Barby & Fly
- Thursdays, JMM Building Night
- Sept. 14-15, Salina IMAA
- Sept. 14, SMRCC City Wide Fly-In
- Sept. 21-22, Blue Sky IMAA
Topeka Wednesdays Child Event
- Sept. 28, Jayhawk Big Bird

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	842-8426
Board 1yr	Jim Morris	865-0952
Editor, yrs	Gary Rauckman	843-3281

News-wrap

Lets see now, what rumors can I make up to get your attention around here. Supancic is not around so you won't believe anything about him. Oh, I know, let's just say that George Jones crashed his giant scale Super Cub for the final time. What? You say that's not a rumor? I haven't personally talked to George, but that's the news I'm getting from guys at the field. I do hope it is repairable, but I really hate fixing stuff if you know what I mean.

Anyone spring for that giant scale Corsair yet or that large Spitfire. Keep me informed. I have to be the first to know.

Wow, did you guys see that 88.9" Mig-15 that Dave Ribbe took to the Jet World Masters in Switzerland. He made all the molds himself and detailed it with speed brakes, sliding canopy, and thousands of rivets.



Speaking of Jets, I have been flying my Yak 108 a couple times this month, and plan to take it to the Topeka IMAA event. The following photo was taken by the daughter of Steve Lewis.



Another Jet at the Jet World Masters was this 1/5 Scale Netherlands Royal Air Force Orange Demo F-16 aircraft. An exact duplicate to the full size aircraft. Gearld Rutten built the aircraft making his own molds, scale gear, speed brakes, and hand-built turbine. All machine work was done without a CNC Machine.



Club Meeting moved up to Sept. 14

Most of you are aware that we moved our regular club meeting up one week so that it would be easier for us to go to the Topeka Fly-In and support their club, the Blue Sky IMAA club. So, I trust that many of you will attend to do just that. Like we said before, we need to attend other events if we want them to come to ours. Also, I plan to take some flyers of our Big Bird event to hand out and encourage them to come.

Robert Longyear Accident

You may have heard that Robert was thrown from a horse and sustained a head injury that required surgery. The surgery was successful and he is now at home recovering. Perhaps we will see him at their Fly-In on Sept.21-22.

August 17 Work Day

Not only did we have a club meeting on the 17th but we had a work day both at the club house and at the field. We cleaned gutters, trimmed trees and bushes, and cleaned out weeds from the planters. It looked good when we finished. Here is Patrick working on the gutters:



George is just finishing up with a little shovel work:



From the club house we moved to the field and continued to load my truck, only now we loaded it with pieces of the old petro mat and the weeds that came with it. Thanks to all who participated in the activities of the day.

This was a very tough job as you can see; the petro mat didn't give up easy.



We kept hauling it to the truck where George was in charge of the final loading.



Aug. 17 Club Meeting

We had a very brief meeting, since there was not any show & tell, and we were needing to get started on work day. In fact our attendance was a summer low of 15 people.

The Treas. Report revealed our balance to be a healthy \$4584.09, and we heard that a \$100 was found under the cash box from the float fly.

Since our meeting it was reported that the club received an anonymous gift of \$1500 to replace the shelter house roof. So we are now proceeding ahead on that project. Thank-You to the one who gave such a generous gift to us. Things like that really make you appreciate your comrades.

It was reported that the Sept. raffle prize will be a Flyzone Sopwith Camel donated by Jerry Foree. The Giant Scale Raffle is a 90" Revolver that we have purchased. This is a very fine raffle prize and should encourage our attendance.

George Jones won the Gal-O-Fuel and Gary Weber won the Castle 100 amp speed control.

There was some discussion about having someone in the cater business come to the club house and cook breakfast for us. Some think this can be done for less than the price we e charging now. We should know by this club meeting.

I forgot to mention that the field parking blocks were secured and painted, and several landscape timbers were installed and painted. The parking lot weeds have also now been sprayed

How to Prevent Sparking

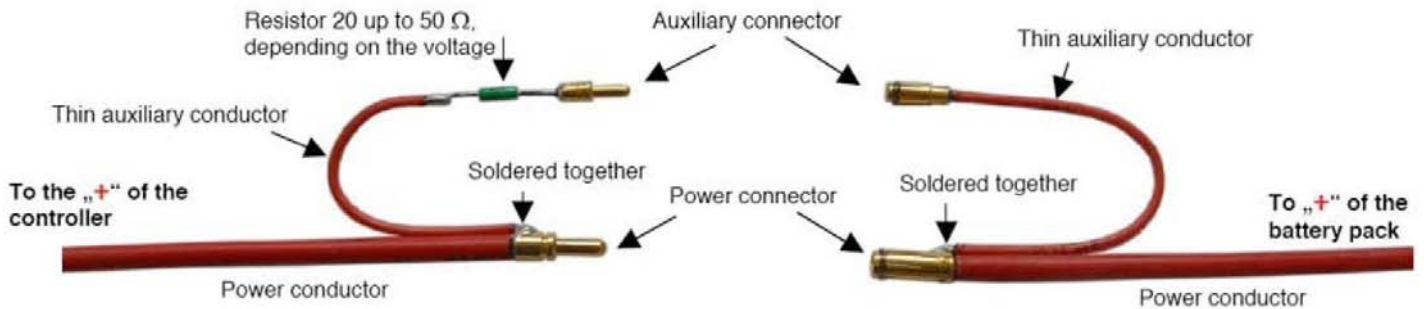
by Scott Paschen

When connecting a LiPo pack to the controller, strong sparking commonly occurs. Fast charging of the controller filter capacitors causes this.

The higher the voltage equals the higher the cell count, and the lower the internal resistance means the better the quality of the pack. The better the capacitors in the controller and the higher the capacity of the capacitors, the bigger the spark.

In addition to the small shock (because of the sparking), the charging current of the capacitors may be, in extreme cases, so great that damage or destruction of the capacitors occurs.

A simple procedure can eliminate sparking when connecting the battery pack, thus protecting the filter capacitors. How to connect the positive leg or wire is shown in Photo 1.



How to connect the battery:

1. Connect the "-" leg of the battery to the "-" on the controller.
2. In the positive circuit, first connect the "+" leg of the controller to the auxiliary connector (to which a resistor with tens of ohms is connected in serial). This will limit the charging current when connecting the wires and will charge the filter capacitors without sparking.
3. Now connect the power wires (sparking will not occur). You may start the motor now.

There are no special requirements on the auxiliary connector. The current is small (1 to 2 amps) and lasts for a short time.

There are also no requirements on the resistor. Any type is sufficient such as metallized 0.6W, size 0207, value between 20 to 50Ω depending on the voltage of the battery pack. Also, those for 4-6 LiPos use 20Ω, for 10 LiPos 33Ω, those for 12-15 LiPos that use 51Ω will work. However, it is not necessary to use these exact values because of wide variation.

Connect the positive leg

Connect the new auxiliary connector first. Capacitors are charged with small current. Sparking will *not* occur.



Now connect the power connectors (sparking will not occur). The main current to the controller and the motor during operation passes through these power connectors and conductors.

Wednesday's Child Benefit Fly-In

Sept. 21-22, 2013

***A Fun-Filled Weekend of Flying
IMAA Legal Planes Only
80" Mono-Planes, or 60" Biplanes***

***The Blue Sky Aerodrome
4535 SE 69th (69th and Paulen Road)***

***Pilot Registration starts at 8:00 AM
\$20 Fee Includes Noon Meal
Flying starts @9:00 AM***

***Public Raffle
P-51 Mustang or Aspire Motor Glider***

***Pilot Prizes include Seagull MSX-R
Dee & Mee Hobbies: Prize Sponsor***

***Information: www.nekbssi.org
Bill Miller 785-817-8700, wm3765@swbell.net***

Jayhawk Big Bird Fly-In

***Sept. 28, 2013
9:00 AM - 5:00 PM***


***Location: Below Clinton Dam - Lawrence, KS
3.1 Miles West of 59 Hi-Way on County Rd 458***

***Contest Director: Patrick Deuser
785-766-9254 pdeuser@hotmail.com
Jayhawk Model Masters***

***Landing Fee: \$15.00
Registration starts at 8:00 AM***

Giant Scale Raffle Prize

Concessions & Facilities on Site

A photograph of a model airplane flying in a clear blue sky. The plane is dark with a red stripe and a red tail. A white smoke trail follows behind it. The bottom of the image shows a layer of white, fluffy clouds.

*Jayhawk Model Masters
c/o Gary Rauckman, Editor
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