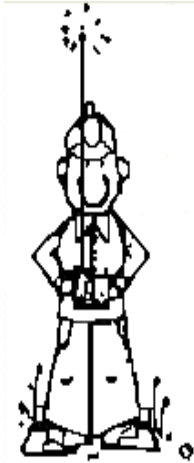




Newsletter of the R/C Barnstormers Model Airplane Club
AMA Charter Club #1725 Website: www.rcbarnstormers.info



ACADEMY OF MODEL AERONAUTICS
FAA-RECOGNIZED IDENTIFICATION AREA
A FRIA IS A DEFINED GEOGRAPHIC AREA WHERE DRONES CAN BE FLOWN WITHOUT REMOTE ID EQUIPMENT.



MEETINGS

PLACE: St Francis
Episcopal Church, 179th and
Metcalf

DAY: First
Thursday of Each
Month
TIME: 6:30 p.m.

Visitors are
WELCOME!

Here is the address for our Facebook
Page!

<https://www.facebook.com/RCBarnstormersOlathe>

**Next Meeting
June 6, 2024 at the Field**

Presidents Message

I hope to see you all there.

Kevin

Kevin Schmidt, *President*

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May is Dues Month

If you have not renewed your
membership you no longer have the
Gate Code for the Field! The Code was
changed on June 2nd

Bring your Check to the Meeting! Or
Mail a check made out to the R/C
Barnstormers to Pat McGhee, 11579 W.
177thTerr, Overland Park, KS 66221

Members who have paid their 2024 Dues!

Larry Mowrey, Pat McGhee, Jon Felver,
Nick DeGennaro, Keith Baker, Kevin
Schmidt, Vince Bortone, Art Kittler, Jerry
Davidson, Gary Harshman, Richard
Haskell, Duke Haskell, Carl Melin, Chris
Liermann, Gary Gasser, Cecil Davis, Steve
Milam, Chris Routh, Jon Routh, Mike Bare,
Mark Bare, Doug Scherrer, Wade Axmann,
Brian Gillcrist, Jim Frickey, Dave Van
Unen, Charles Swain, Brian Berlin, John
Rayne, Pat Rayne.

RC BARNSTORMER MAY MEETING MINUTES

May 2, 2024

Presiding: **Kevin Schmidt**

Members Present: 8

Secretary's Minutes – **Larry J Mowrey**

Motion to accept: **Steve Milam**.

Second: **Gary Gasser**. Approved

Treasurer's Report – **Pat McGhee**

No report

Old Business:

Invertor: **Pat McGhee**. Still not done.

Contests: Float Fly, Pattern Primer, and the Barnstormers contest.

Gate Code: **Steve Milam**. Will be changed on June 1. **Reminder**: never give out the gate code; the secretary will give it out.

Float Fly – **Pat McGhee**.

Trail Life – **Art Kittler**. Building rockets. Been rescheduled.

New Business:

Mowing: **Larry Klusman**. The round concrete pads located in the pit; he would like to have them removed. He would like to purchase bags of dirt. 4 bags will be purchased. **Gary Gasser** moved to purchase dirt. **Steve Milam** seconded. Approved.

Plane Stands: **Art Kittler**. Has some extra stands to give away. Jonathan Mowrey made them.

Respectfully submitted

Larry J Mowrey, Secretary

Vice Presidents Thoughts!

Greetings Barnstormers!

Hope this issue finds you well and hopefully getting out to the field more often to fly. I'm glad it's been warming up little by little, but the winds also have been up a little more lately. I guess it is all for the best to get the practices in regardless of wind direction...but I do have personal wind

speed limits for flying; basically 15mph and below. What are yours?

On another subject, I had a jet out the other day and noted that it seemed sluggish to take off. After sorting out trims, it flew well, but I could tell the battery seemed to be sagging in power based on the motor sound. Following a less than successful landing, I picked up the pieces (not much damage this time) and went home. Of the many issues I needed to sort out, I chose to focus on verifying battery health first.

Prior to flying, the battery was charged. Following the flight the battery was down more than expected considering the length of the flight. Once I got home, I checked the battery using the "cell checker" meter which can show the voltage of each cell in the pack in addition to the total voltage. The cell voltage levels appeared reasonable and still above the "storage" battery voltage. Then I had an idea: I chose to hook up this battery to the airplane while on the bench and also hook up the cell checker to the balance connector. When operating the throttle to about 25%, i.e., putting the battery under a load, I cycled through the cells on the battery checker and found that 2 cells WHILE UNDER LOAD were between .5 and almost 1 volt different when compared to the other cells. Long story short, I think I found out why my flight seemed short: 2 of the cells in this 6 cell pack were whimpering out faster than the other cells. When I reduced the throttle to zero, the "whimpy" cells started recovering, but never quite made it to the levels of the "healthy" cells. Long story short: I discharged this battery and prepped it for recycling.

The lesson for me out of all this is: while the battery cell checker provides a good way to check voltage levels, the levels pretty much represent minimal load on the battery and may not necessarily mean the battery as a whole is healthy. I'm curious how other "high wattage" fliers assess the health of their batteries.

Hopefully see you at the meeting. All for now. Stay healthy!

Art Kittler, Vice President

EVENT SCHEDULE

R/C BARNSTORMER EVENTS HILITED!

June 29-30 – At the Field - Pattern Contest

Float Fly Report

The 2024 Barnstormer Float Fly was last Saturday and Sunday and it was a big success! We had 17 registered pilots on Saturday with beautiful weather. We had mild winds and it alternated between shady overcast and warm sunshine. We had three or four planes in the air all day! The flying was so nice we had to call it at 5PM so we could stay within our FAA NOTAM. There were folks flying right up to 5.

Sunday was more cloudy and it even sprinkled for 5 minutes. It wasn't very hard though because the pilot who was flying at the time just kept going. We had about half the number of pilots we did Saturday so there was less competition for a spot on the flight line. Despite it being more windy than Saturday we had no crashes and I think one retrieval with the boat. It turned out to be a good day of flying too! I would like to thank all the people who worked to make the event possible! Without their help we would not be able to hold the float fly!

Pat McGhee, Contest Director
See photo's from the Float Fly on the last page of this Newsletter

Safety Column

Being distracted from what you are doing can lead to missing a step when you are assembling your airplane or loosing track of what you are doing while flying that can lead to a crash. In both instances you need to concentrate on what you are doing.

If you get distracted while you are assembling your airplane by someone wanting to talk or ask a question and you stop to talk to them you should probably resume by going back a few steps to make sure you pick up where you left off and don't miss assembling something that might cause a crash. Some pilots bring any screws, nuts, washers, etc., for their plane

in a container that only contains what they need and nothing else. That way if there is anything left in that container they know that they missed assembling something. Any spare hardware should be keep separate.

While someone is flying try not to disturb them with conversation that doesn't directly pertain to what they are doing. Letting them know where another airplane is or that something doesn't sound or look right on their airplane or calling out maneuvers for them probably won't take their minds off their flying. Telling the pilot about anything that doesn't pertain to what they are doing should probably wait until they land. Telling the pilot how they should perform a maneuver should wait until they land. Also if there are extra people that go out to the flight line to watch a flight, try to keep the talking to a minimum so as not to distract the pilot.

As a reminder don't forget to assign a switch on your transmitter to disable the motor from starting up unintentionally. Although some motors won't start up if you power on your receiver first without the transmitter turned on there are some that will. Always turn on the transmitter first and make sure the throttle is down and the motor safety switch is in the off position. Also turn off power to the receiver first and the transmitter last. There was an incident this last month where a person had his airplane on one of the benches and turned off his transmitter with the receiver powered up and the motor went to full power. Luckily he was able to grab onto one wing and I grabbed the other wing and neither one of us got hit by the prop and there was no damage to anyone or anything else. Double check before you turn off your transmitter.

Steve

Steve Milam, Safety Officer

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See photos from the Float Fly!



