

# R/C Sportflyer

## June, 2004

Next Meeting at Stamm Field – Thursday, June 3 @ 7:00 p.m.

### Club Officers

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Send newsletter information and items for sale or wanted to the newsletter editor. He's almost always home after 9:00 PM or call his work number, 913-624-2570, it has a recorder, or send via Internet.

Club Web Site: [www.rcsportflyers.com](http://www.rcsportflyers.com)

The Radio Control Sport Flyers fly from Stamm Field, located near the south-east corner of Longview Park, operated by the Jackson County Parks Department. For information about the Parks department, visit their web site at: <http://www.jacksongov.org/rec.shtml> For the calendar of parks events: [http://www.jacksongov.org/rec\\_ce.shtml](http://www.jacksongov.org/rec_ce.shtml)

### Minutes of May 6, 2004 Meeting

We had 18 members and 2 visitors at the meeting. Visitors were Leonard Gaither, President of K.C. Flying Circuits and Larry Wright, Secretary of K.C. Flying Circuits. A "returning" member was Al Dunaluvcz. Al flies south for the winter and has returned for the summer.

The minutes of the last meeting were approved.

The treasurer's report, as published in the newsletter, was approved.

**Old Business:**

**T-shirts and hats:** Dave Walter was not present at this meeting. John Urton will buy hats and get the order going. He was given a check for \$200.00 to help this along.

**Parks:** Bernie Drummond - The new glider hours the Parks will let us fly is 7:00 am to 9:00 am. This is strictly for non-powered gliders only. NO POWERED AIRCRAFT. High starts or winches only. The Parks are really stressing that if someone does come to fly between 7:00 to 9:00 am that they be sure to LOCK THE GATES IN THE OPEN POSITION. This means that the gates are locked open so the wind can't blow them shut on a person or car. This does not mean to lock the gates closed behind you as you enter. The gates should never be locked closed with people inside the park. By the way, the gate code is 3035 for those of you who do not know it.

**Training:** - Dennis Tschirhart - Training has been about three people but has really been picking up. We now currently have 6 people I think that are regulars.

**Church:** Hans - The alarm going off was not our fault, it was a glitch in the system. We (RCSF members at our last meeting) were still there after 9:00 pm. The church would like us to possibly start our meetings earlier say 6:30 pm and be gone by 8:00 pm. There is another group meeting Thursday also and that is their time. A church member will be at the church for all meetings (not just ours) and this time would help them out. Also, please be sure to kill all the lights before leaving.

**New Business:**

**The K. C. Flying Circuits:** The K. C. Flying Circuits President Leonard Gaither and Secretary Larry Wright called Dave Klaus so he invited them to the meeting. They wanted to ask the R/C Sportflyers if they could make Stamm Field their home. These guys did not want to anyway force their way in and were very respectful of the field already being our "home". If they were not welcome they would continue to keep looking elsewhere.

Having another club at the field will gain us more people using the field and give us strength in numbers in regard to talking to the Parks about many issues. We talked at great length and the major issue was park flyers "bouncing around" the runway area while the big gassers are roaring down the runway. Safety was important to the K. C. Flying Circuits as well as for the R/C Sportflyers. We decided that we will have to work this out by doing it together with the Flying Circuits and pioneer the way for other clubs.

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They also want to have a couple of events a year held at the field like we do and put a sign up on the fence. (Isn't this great to have events at our field that we don't have to set up – but just show up and enjoy!)

**A motion was made** by Cliff Miller to end the discussion and to welcome the Flying Circuits. The motion was seconded and passed with no objections. Welcome Flying Circuits!

**Fun Fly:** Larry Smith is recruiting volunteers so please give him a call for our upcoming Fun Fly. A motion was made and passed for the landing fee to be \$15.00 and that would include lunch and one raffle ticket for each registered pilot. Dennis asked for help at the cooker – people to turn dogs and burgers or sell stuff. A park permit is not required for registered pilots.

**Raffle Prize:** Raffle prize was a Hitec charger for nicads as well as nickel metal and was won by Cliff Miller. Way to go Cliff!

**Show and Tell:** None.

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### Calendar of Events – Models

<b>Jun 3</b>	RCSF Club Meeting – At Stamm Field
<b>Jun 5</b>	RCSF Open Fun Fly
<b>Jun 19-20</b>	KCRC Annual Pattern Contest
<b>July 1</b>	RCSF Club Meeting – At Stamm field
<b>July 3</b>	RCSF Club Fun Fly
<b>Aug 5</b>	RCSF Club Meeting – At Stamm field
<b>Aug 7</b>	RCSF Club Fun Fly
<b>Sept 2</b>	RCSF Club Meeting – At Stamm field
<b>Sept 4</b>	RCSF Club Fun Fly
<b>Sept 10-12</b>	KCRC 50 <sup>th</sup> Anniversary Fly-in
<b>Sept 23-26</b>	US Scale Masters Championship – Gardner Airport
<b>Sept 25</b>	RCSF Club BBQ
<b>Oct 2</b>	Harvesters Fun-Fly Benefit
<b>Nov 10</b>	RCSF Static Display and Delta Darts at the church

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### Calendar of Events – Full Scale

<b>June 19-20</b>	WWI Replica Fighters Fly-in, Gardner Kansas
<b>June 25-26</b>	Vintage/Antique aircraft fly-in, Gardner, Kansas
<b>July 3-4</b>	Kansas City Aviation Expo, includes USAF Thunderbirds, Downtown airport
<b>July 24-25</b>	Commemorative (Confederate) Air Force Open House, New Century airport, Olathe
<b>July 27 - Aug 2</b>	EAA annual bash, Oshkosh
<b>Sept 4</b>	National antique aircraft fly-in, Blakesburg, Iowa

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The parks department honored George Wright (there were only about seven or eight people get honor that night) and gave him a plaque for his long time work on acquiring the field when we moved (before my time), establishing the dirt to grass, maintaining the mowing and re-seeding and general maintenance at our beloved field. Dennis called his wife Justine and they got George to attend the dinner without spilling the beans about the award. Our liaison, Joe Cygan, saw George's passion when he attended one of our meetings a few months ago. Joe Cygan called Dennis and they talked about George and how he was perfect for the honors. Justine was so proud of George as his credits were being read out - but he had no idea it was him that they were talking about till J. D. Ingram read out "George Wright! We all were (and still are) very glad to have someone like George work so hard and giving of his time. He said that "He was just doing his part" and didn't really think honors were necessary. Here's lookin at you George! Dennis has some cool photos of George Wright and his lovely wife Justine, John Carnal and himself. (Dave Klaus was sick and couldn't make it.).

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The following is from the EZone web site (<http://www.ezonemag.com/>). If you haven't been there, check it out. It's one of the most reputable electric sites on the web. Because of the size of the article, I'm splitting it across two newsletters, this is the conclusion of the article.– Walt.

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### A Controlling Interest - August 2003 - Continued

By [Bernard Cawley](#)

August 21, 2003

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### **Jeti 04-3P the new small kid on the block**

Brushless power systems are now making inroads into all but the smallest of our models, and Jeti apparently saw this coming, as I received a sample Jeti 04-3P late last year. As you may recall, I noted in my last column that I didn't know what it was for, as it was too small, with a 4A maximum continuous current, for even the Astro Flight 010, which at the time was the smallest production brushless motor for models I knew of. Well, Mr. Jelen and Mr. Tinka must have known what was coming, because now there are two Czech-made brushless motors that are well-matched to a 4A rating, and I suspect that there are more such motors coming.

The Jeti 04-3P (along with its Hacker Master counterpart) is currently the smallest and lightest sensorless brushless controller currently available, but has all of the features of the larger members of the gold-label Jeti controller family, and operation is the same.

Physically it is about the size of a regular US postage stamp and perhaps 3mm thick. It comes equipped with about 2.5 inches of 0.5 square mm silicone-jacketed wiring on both the battery and motor ends. This is an adequate wire gage for the current rating. Like the 06-3P there are no connectors and no BEC on/off switch provided. Unlike the other members of the Jeti gold family, the heat shrink around it is clear rather than red, and rather thinner than that used on other Jeti controllers. Total weight as it comes out of the package is only 0.2 ounce, and with a three-pin Deans on the motor side and a two-pin polarized Deans on the battery side this only increases to 0.3 ounces.



It is rated for 5-8 NiCd or NiMH cells (which, unfortunately, prevents its use on three-cell lithium systems) and 4A continuous current. It has a 1.0A battery eliminator circuit with a voltage cutoff set the same way as its larger siblings. Also implemented in it is the soft motor cutoff with no brake selection, as I've described above for the Jeti Advance series. By the way, Mr. Tinka at Jeti tells me that this feature is being carried into the whole of the Jeti gold line, as well as the Hacker Master series.

I have flight tested one each of the gold 04-3P and the Hacker Master 04-3P behind small outrunner motors. In particular I have a couple of hours of run-time on the PJS 3D 300 SF on my blue Wing-E. My first sample of the gold 04-3P had trouble reliably starting the PJS 300, but a more recent one, as well as the Hacker version, has never missed a start on either the PJS 300 or the Uberall Nippy Black 0508/73.

The controller has behaved exactly as one would expect it to in all respects, based on experience with other members of the Jeti gold family. Startup of the motor is immediate and fairly smooth. Throttling is responsive but with just enough damping that it isn't jerky. Shutdown of the motor with loss of radio signal is quick and clean.

Overall I'm impressed. Jeti's sensorless controllers have worked well since their introduction and Jeti keeps improving them. This little one is a worthy member of the family and is amazingly small as well. If you're flying the little PJS or Uberall motors, or a CD-ROM rewind, or an Astro 010 in a mild application (4A or less at full throttle), the Jeti 04-3P or it's Hacker Master counterpart (which adds the timing selections of the Hacker line to the basic features) are the smallest and lightest choices currently on the market.

### **What Is Next?**

Next time I think I'll take a look at the Castle Creations Phoenix line of sensorless brushless controllers, including, hopefully, the new version of the Phoenix-10, which will be even smaller than the tiny Jeti. I also expect to be able to report on the new lithium-aware brushed speed control from FMA Direct.



**Jeti Advance 40-3P Specifications**

**Distributed by:** [Hobby Lobby](#)

**Dimensions:** 2.4 X 1.1 X 0.4 inches (61 X 27 X 10 mm)

**Advertised Weight:** 28g (1.0 ounce)

**Weight As Supplied:** 1.6 ounces \*

**Weight, Ready To Use:** 1.7 ounces \*\*

**Receiver Connector Supplied:** Yes, JR/Hitec

**Motor Connectors Supplied:** Yes, 3.5mm gold bullets

**Battery Connectors Supplied:** No

**Throttle Function:** Microprocessor controlled

**NiCd/NiMH Cell Count Range:** 6 to 12

**Rated Continuous Current:** 40 Amps

**Rated Surge Current:** Not stated

**Advertised On- Resistance:** Not stated

**Setup Method:** Self-adjusting, variable start point, variable range

**High Rate Switching:** 8 KHz

**Brake:** Yes

**Can Be Disabled:** Yes

**Stated BEC Rating:** 4-5 servos

**Radio On/Off Switch:** Yes

**Low Voltage Cutoff:** If brake is selected, hard cutoff. If brake off is selected, progressive throttle limiting, based on initial conditions

**Cutoff Voltage:** 5.3V or 0.7V per cell (calculated on power up)

**Motor Restart:** Hard cutoff mode: take throttle low then restart. In soft cutoff mode not applicable

#### **Additional Features**

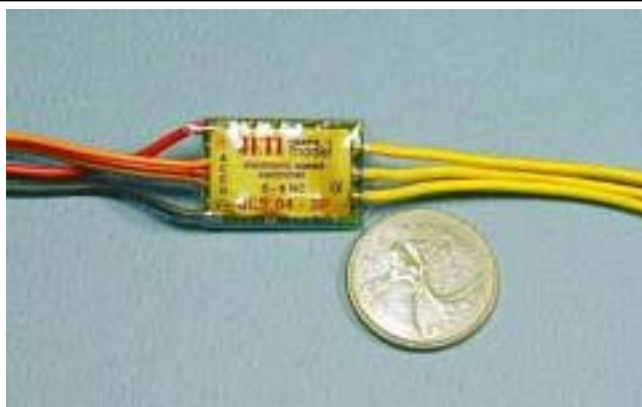
- Two timing modes - One for 2-6 pole motors, one for 6 or higher pole motors.
- Over temperature protection.
- Soft loss-of-signal shutdown with restart.
- Audible signals for arming, brake selection indication and timing mode indication.

\* Includes 2.7 inches of 2.5 sq. mm wire silicone jacketed wire for battery and motor connections, 11-inch receiver lead, BEC switch on 4.7-inch lead.

\*\* As above plus Anderson Powerpoles on battery side

Specifications for the Advance 40-3P Opto are similar except the cell count range is 6-16 cells, and there is no BEC function or radio on/off switch, so it weighs about 0.1 ounce less.

Specifications for the Advance 70-3P and 70-3P Opto are similar to their 40A counterparts except that the 70A-rated units are slightly heavier and longer due to doubled input capacitors.



**Jeti 04-3P Specifications**

**Distributed by:** [Hobby Lobby](#)

**Dimensions:** 1.0 X 0.6 X 0.2 inches (25 X 17 X 4 mm)

**Advertised Weight:** 0.2 ounce (6g)

**Weight As Supplied:** 0.2 ounce \*

**Weight, Ready To Use:** 0.3 ounce \*\*

**Receiver Connector Supplied:** Yes, JR/Hitec

**Motor Connectors Supplied:** No

**Battery Connectors Supplied:** No

**Throttle Function:** Microprocessor controlled

**NiCd/NiMH Cell Count Range:** 5 to 8

**Rated Continuous Current:** 4 Amps

**Rated Surge Current:** Not stated

**Advertised On- Resistance:** Not stated

**Setup Method:** Self-adjusting, variable start point, variable range

**High Rate Switching:** 8 KHz

**Brake:** Yes

**Can Be Disabled:** Yes, program no-brake mode

**BEC:** Yes

**Stated BEC Rating:** 3-4 cells

**Radio On/Off Switch:** Yes

**Low Voltage Cutoff:** Yes

**Cutoff Voltage:** 5.3V or 0.7V per cell (calculated on power up)

**Motor Restart:** Yes, throttle low then advance again

#### **Additional Features**

- Self-adjusting current limiting based on initial conditions.
- Over temperature protection.
- Soft loss-of-signal shutdown with restart.
- Audible signals for brake selection indication and arming.

\* Includes 2.5 inches of 0.5 sq. mm wire silicone jacketed wire for battery and motor connections, 5-inch receiver lead

\*\* As above plus 3-pin Deans on motor side and 2-pin Deans connector on battery side

