

N.E. Kansas Blue Sky Squadron, Inc.

Smoke Screen

I.M.A.A Chapter #291

Pres: Vernon Nelson

Treasurer: Sam Brown

A.M.A. Charter #2826

VP: Mark Davidson

Safety: Don Regier

<http://nekbssi.org/>

Secretary: Bud Park

Editor: John Kauk

CD: John Dalton



Jim Martin is back, and he brought W back with him to fly in on of his planes.

President's Corner

Greeting pilots,

Flying weather is just about upon us, if the wind would only stop. Our April meeting will be this Sunday, April 17, 2:00 at the Kansas National Guard Museum conference room. Wind and rain is forecast for Sunday.

We will be having a work day in a couple of weeks after Wayne gets back :) . I want to thank Mark for filling in for me while I went south for a few months. Jim Morgan should be back from his stay down south. I hope someone will bring one of their new planes for show and tell. I think Bill Miller, John Dalton, maybe Darren and Jim will be getting their first flight on their new planes this month.

I would like to ask all pilots who use our chairs at the field to put them back in the tall grass behind the pilots station so when we mow we won't have to put them back. Also, the trash cans are for trash like empty fuel jugs, food plates and cups, not for a crashed plane. A crashed plane takes up all the container and someone else then has to empty it.

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Remember to have your FAA numbers on your plane and be sure the Forbes tower is notified that you are flying and when you are done. (First one to the field and the last one to leave should make sure this is done.)

Again, the newsletter is your newsletter so send John Kauk some pictures and something for the club. It would be nice for each pilot to write an article about their flying experience on what/how they got into the hobby.

Remember, our spring open fly-in is coming up on June 18th.

See you at the field and remember to **support your local hobby shop!!!**

Vernon Nelson
President



The Peanut Gallery on April 13th,.

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Editor's Column

I'm writing this on Thursday, April 14. Just yesterday we had a beautiful day to fly, and a good-sized group got out to the field for a bit of fun. It was sunny with light winds and it warmed up nicely, so it was a really good day to be out.

Darrin did indeed get the first flight logged on his new 35% Extra. It's a big, beautiful model and he flew it very well for an uneventful maiden flight.



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Rock Chalk!

So all in all, it was a great day to fly — if there weren't other obligations to keep an RC'er away from the field. Hopefully we'll have lots more good weather this season and can get out to fly as much as we'd like to.

See you at the meeting.

John Kauk
Editor

Vernon's Start in RC

I got started in the hobby by buying a plane and putting it together (with help from someone in Lawrence) and not knowing what I was doing went out to fly it. This was back in about 1993. Well, I went to a big field and took off (with no one who knew how to fly with me) and climbed about 200 ft and crossed the street, turned it around to come back to me and the plane crossed the street on the way back and all of a sudden went into a spiral and went straight in. I thought I had figured out that my problem was that I

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needed a bigger field outside of town. So I bought another trainer and went out to Clinton Lake to fly it. Again I had no one with experience with me. Well, I had the same results and then decided that flying just wasn't meant for me. I gave it up and about 5 or so years later, Toni and I walked in to Dee and Mee hobby shop to just look at planes (I still had it in my blood). The man behind the counter (Robert Longyear) said, "If you buy a plane from me, I will teach you how to fly it". I told him that he couldn't because I already crashed two planes. Robert said again that he could. Well, he made the sale.

Robert had me come out to his place (the flying field) at 10am and he took me up. I was shaking so bad, Bob said to relax and he would not let me crash. I kept coming out each day (wind permitting) and got Robert up at 8am to beat the wind. It was so fun to watch the plane fly. It took me over half dozen tries(days) to finally land and then the big SOLO!!! I did it but I kept landing in the weeds. My brother called me Waldo weed whacker!!! Well, I flew and flew and flew and flew, Robert called me the flying fool!!! I went through 6 gallons of fuel my first year. So that's how I got started, many, many, many thanks to Robert Longyear!!!

Vernon



Grass burning near the field.