

N.E. Kansas Blue Sky Squadron, Inc.

Smoke Screen

I.M.A.A Chapter #291

A.M.A. Charter #2826

<http://nekbssi.org/>

Pres: Vernon Nelson

VP: Mark Davidson

Secretary: Bud Park

Treasurer: Bill Miller

Safety: Don Regier

Editor: John Kauk

CD: Aaron Charest

February Greetings from your Club VP!

Vernon, our president, is down in sunny Florida for the months of February and March. He asked me to put something in our newsletter this month and next. So, here goes.

First, let me remind you that our next meeting will be out at the Forbes museum on February 19th at 2 pm. We will be beginning discussion of some club bylaw changes. Hope to see you all there.

The weather hasn't been too bad so far this winter. In fact, several of us were out at our field flying a couple Saturdays ago and had a great day. The winds were low, the temperatures were in the upper 50s, and even though it was afternoon the angle of the sun wasn't bad at all. I think there were 5 RC flyers that came out that day as well as a couple of control line guys. All in all it was a great way to break up the winter. Hopefully we will have some more of those days in the next 2 months to break up the cold winter days.

Up until a year ago I had always built my own planes, had never owned an ARF and all my planes were glow fuel powered. But that has changed this past year. With the wealth of ARFs available at reasonable prices and with the advances in electric power, I have been investing in new planes.

In October I bought a new small plane, a Mini Ultra Stick. It has a 38 inch wingspan. I have 3 flights on it and it flies great. I added a steerable tail wheel and after the first flight I changed out the 1 inch wheels for 3 inch wheels, which seems to work well on our grass field.



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In January my wife talked me into getting a new plane for my birthday (she didn't have to do much convincing). I bought an FMS Beaver 2000 which was featured in last month's RC Modeler. It has a 79 inch wingspan, a 15 inch prop and a 6 cell lipo battery. Compared to my other planes it is much larger than what I have been flying for many years. I am excited to give it a try this spring. See you soon.



Mark Davidson

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Busy Time In Bill's Shop Continues

In the November newsletter I discussed my many projects I had to work on this winter. I also noted that having winter projects makes the time go fast, and it has for me. I thought I would share with you all my progress to date, starting with my Super Stearman repairs. Last spring I managed to hit a tree at the Riley County Fliers Fly – In, on my landing approach. The result was a damaged vertical fin and rudder. But getting the plane out of the tree resulted in the top wing getting shattered. I have had this plane for about 7 years and the covering was getting pretty weathered and had several small patches. So I decided to totally strip and recover the entire plane. Below are some pictures of it.



The picture on the left is my walk of shame after removing the plane from the tree. It doesn't look bad in this picture but the top of the plane was bad. The picture on the right is the completed wings after repairs.



On the left is the newly recovered fuselage. The picture on the right is the completed aircraft ready for its next flight.

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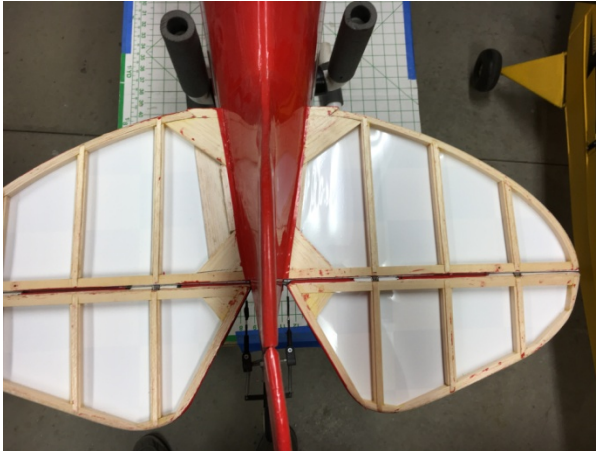
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My Pitts S1 had hung in the Dee & Mee Hobby Shop for many years before I bought it from Bob Longyear. Being near florescent light aged the Monocoat to a point it would crack when you touched it. I decided it was time to recover the top of the stabilizer and elevator. The picture on the right is the completed plane.



These are pictures of my repaired Lanier Mariner that I got from Gary Rauckman. The front of the fuselage and motor pod will be painted. So this project is on hold until the weather warms up a bit so I can vent the part of my shop that will be converted into a paint booth. The touch up painting needed on my Cessna 310 is waiting for warmer weather as well.

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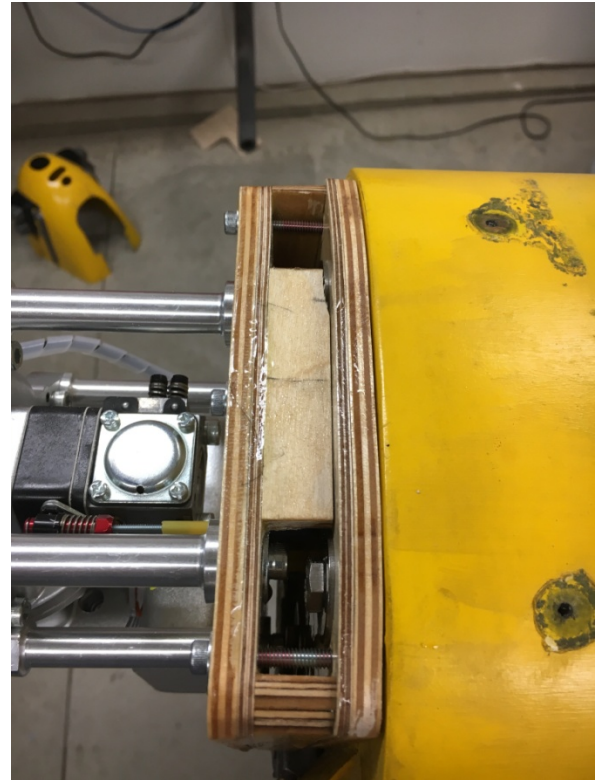
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My big 31% J3 Cub has been in need of a new motor for several years. I had an Evolution 58cc motor on it originally. That motor had issues and needed to be replaced. I wanted to use a DLE55cc on this plane but the DLE is a lot shorter than the original motor. So I needed to come up with a way to extend the motor mount to accommodate the shorter DLE55, see my extension design above. I was able to take the cub out last Saturday to see if I still knew how to fly it. It flew great after fixing a problem with the spark plug wire, which would not stay on.

I hope you all have been busy as well getting things ready for the upcoming flying season. See you at the flying field someday.

Bill Miller