

# 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: Sam Brown

Safety: Don Regier

Editor: John Kauk

CD: John Dalton



Jim Eastburn, flying his P-47 in Florida earlier this winter.

### **President's Corner**

Hello to All Members:

Our President, Vernon Nelson, asked me, your new Vice President, Mark Davidson, to write something for the President's Corner of the club newsletter this month since he is down in sunny Florida for a few more weeks. As I thought about what to write I thought back over what a big part our great hobby has played in my life where ever I have lived.

I was first introduced to RC flying when I was in Jr. High here in Topeka. It was something that my dad and I did together. He had met some members of the RC Club in Topeka and we joined the club together and they got us started. Our first plane was a single channel, rudder only, plane with an escapement powered by a long rubber band (this was before servos). Our transmitter had two buttons on it, one to turn on the power and the second was a push button. Push once for right and twice for left. We

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thought it was great fun! With enough practice you could do loops and rolls after a fashion. Then came the advent of the galloping ghost system which gave us sort of proportional control and we had both rudder and elevator control. With the galloping ghost system the control surfaces fluttered all the time so batteries ran down pretty quickly. There was no such thing as an ARF and we made our own transmitters and receivers from plans as well. I remember back then the only place to get RC supplies locally was at John's Fishing Center out on California Ave. It was a combination bar, fishing supply store and hobby shop. Going there was quite an experience for a teenager.

By the time I reached my high school and college years other interests took over my life and my RC flying days stopped for a while. It wasn't until I was working on my Master's degree in Dallas that I began to take an interest in the hobby again. While I couldn't afford to participate at this point I did start going out to the flying field outside Dallas and watch people fly. I was amazed at how the equipment had advanced during my 10 year hiatus from the hobby.

After I finished my schooling I moved to Garden City, Ks and joined the RC Club there. I began building planes and flying every Saturday afternoon. I still have 2 of the planes I built then and that was 40 years ago. Back then our engines ran without mufflers so it was really loud at the field. It was then that I got my first 4 channel proportional radio.

From there my career took me to Austin, Tx where I spent the next 20 years. Once again my hobby took a hiatus as we raised our 4 kids. But my last 5 years in Austin I joined the RC club. It was a club of about 100 members with paved runways and pit areas and a club house with hot food for sale every weekend. I was in awe every time I went to the field and watched expert after expert put his plane through its paces.

From there my career took me to Canada where I immediately joined the local club and found that Canadians enjoyed our hobby as much as I did. Next I moved to Warsaw, Indiana and I found a very active local flying. They were a great bunch of guys and made me feel very welcome.

My final career move was to Roscommon, MI. The closest hobby store was 75 miles away and I assumed that there would be no RC club in our small town. But it didn't take long to find out from the local barber that there was indeed an RC club in the area. I joined them and spent many enjoyable hours flying there. The last few years there I had the privilege of being the club Vice President.

As you can see our RC hobby has played a big role in my life. Not only has it afforded the opportunity to participate in a challenging and enjoyable hobby, but I have had the privilege of finding RC enthusiasts where ever I have been. Now that I am retired and back in Topeka I feel like I have come full circle. And once again I have found a great group of RC club members to join in with.

Mark Davidson

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### Editor's Column

As you all should be aware, former Vice President Jim Eastburn is recovering from injuries sustained when he put his hand into a running propeller. Hopefully the healing is going well and he's on the way to full recovery. We should all take his misfortune as a warning to be alert and attentive when we're around our model aircraft. It only takes a moment of distraction or inattentiveness for the same sort of thing to happen to one of us.

In another surprising turn of events, Spring has sprung, Daylight Savings Time is upon us and the flying season seems to be here early. I'll probably be cutting grass again soon, too. I'm not entirely ready for that, and still have a winter ARF project to finish and all of the annual prep work to do on my other planes. Every year (usually in April) I go through each plane checking batteries, control linkages, airframe, motors and propellers, looking for things that need repair or replacement. It's a good way to make sure the models are in good shape for flying and cut short any impending disasters that might be caused by a worn part or broken glue joint.

Speaking of winter projects, here are a couple of photos. This is Jim Eastburn's new



acquisition, a Top Flite P-51, powered by a DLE 55 gas engine. He's probably working

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on this as he heals up, and hopefully will be able to bring it along and fly it here when he returns.



This is my winter project, a Top Flite giant scale Corsair. It's in the finishing stages of its assembly, so it'll probably be ready to fly in April. Powered by an AXi 5345/18 electric motor on 12 LiPo cells and a 24x10 propeller, I think. I'm still working the propeller choice out.

If anyone has other photos and descriptions of a winter building or ARF assembly project, feel free to send them to me. I'm always happy to get newsletter material of any kind.

And finally, here's a couple of photos from Vernon, who also spent a bit of the winter in Florida. He got to go to Jim's RC field there, and sent along a few photos. This one shows the nice covered pit area and a few planes.

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