

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

Greeting members, spring is almost here so now is the time to get your planes ready for the air. We have had several great days in February to fly and some already in March. I will be sending out an email about the members who said they would help with the mowing. We can't have a set date to cut because of the grass may be too wet or hasn't grown enough to cut. We will have a roster set up in the order of whose turn to cut. We prefer to cut on Fridays if possible for the weekend fliers.

Some of our snow birds are coming back to the Land of Oz. We welcome you back.

Late April or early May I plan on getting my boat ready for a full summer of flying off Lake Shawnee, so be getting your float planes ready too.

Bill Miller and I attended the AMA district meeting a week ago and maybe Bill can report on some of the info we found out. I did hand out some flyers of both our fly-ins to other clubs.

Mark will be running the meeting this Sunday the 19, at Forbes museum at 2:00. We have several issues to discuss so please plan to attend.

Remember when you fill your planes with fuel to catch the over flow so it won't kill the grass. Also put the flight stands back when you are done using them so the mowing members won't have to do that before they mow.

Remember that this is YOUR newsletter so send something in to John Kauk (article, pictures).

Remember to support our local hobby shop.

I'll see you at the field sometime in April.

Vernon

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March Flying Session

Vernon sent in some photos from a day's flying on March 9. It was a pretty nice day, warmish and fairly good flying. We had lots of fun, crashed a little and missed those of you who had to work.



Here, Bill Miller and Don Regier get ready to launch a glider from a rack on a trainer. They got in several flights this way and worked together to fine tune the glider. It looked like a lot of fun, and works a lot better than I would have expected it to.

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Bud Park, John Shewanick and Sam Carkhuff enjoyed some flying.



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Sam and Don demonstrate different launch styles here. Sam's Frisbee-style launch is effective with Delta wing planes that don't have a good gripping surface on the bottom, or have a

scary propeller at the rear. Don's overhand toss works well with gliders and planes with normal fuselages.



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Bill Miller's grandson, Liam, tries to catch a little Inductrix FPV quadcopter we were flying. It was nice that it got calm enough to fly that tiny machine.



Finally, John Dalton flies his Zero while his brother, Bob, watches.

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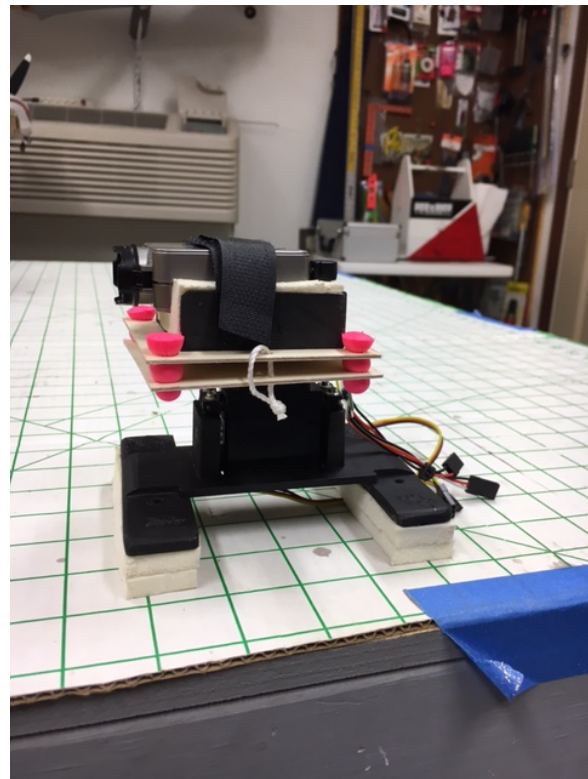
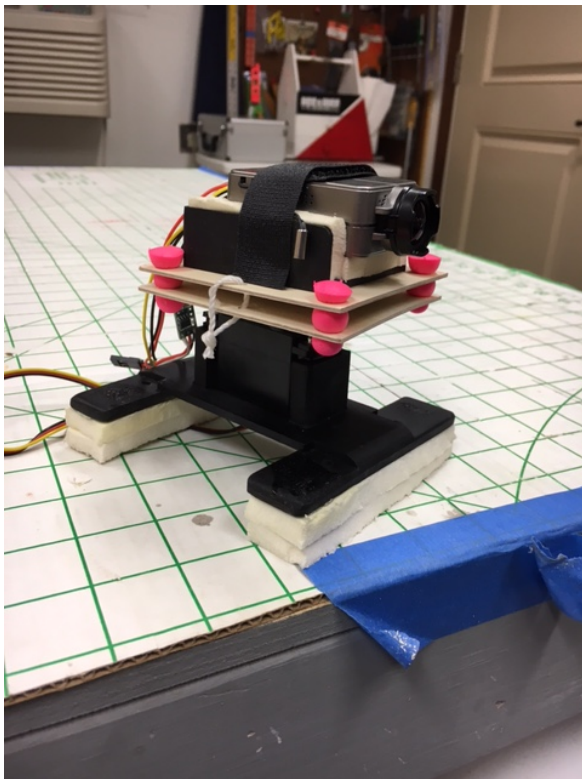
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Why You Should Always Just Fly The Plane

In last month's newsletter I showed you the repairs I made on my Super Stearman. I was so happy I had my favorite Sunday flier flying and looking good again. I also had been working on a camera mount to carry my RunCam2 HD recorder to take some aerial photos. My first version worked and included a servo so I could look down the wing lines or anywhere in between. But after my test flight I found the video was wavy due to vibration issues. I searched online for a solution and found many examples of using manufactured rubber boots to isolate the camera even more. But one idea that caught my eye was to just use foam ear plugs. The author of the article said he thought they worked better than the boots made for this purpose. Below is my modified camera mount and it did solve the vibration problem.



This mount was made to fit on the top wing of the Super Stearman. On my test flight on this day, I only flew for a short time and landed so I could check out the

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video for vibration problems. The picture was perfect so, of course, I wanted to fly again. This time I was planning to take some high altitude pictures and some low, slow speed pictures along the flight line. When I remounted the camera for this flight I forgot to plug in the remote start cable into the camera. As I was taxiing out I noticed this and corrected it, but somehow turned the camera power off, which I later learned.

The flight went great for the high stuff and it was time for the low speed pass. I started by rotating the camera to look down the wing so I could film the flight line. The wind was picking up speed at this time and I was trying to slow the plane to a near stall. As the plane passed in front of me I wanted to rotate the camera back forward and in doing so I lost focus of the fact that I'm nearing a stall condition. Once I moved the control to rotate the camera, I saw the emergency flight condition the plane was in. What I should have done was to add power slowly and work through the stall. What I did do was to add full power in a panic and the plane torque rolled into the ground. I was about five feet off the ground when this happened. The crash resulted in both wings being shattered but the fuselage had very little damage. Below are some pictures of the mess.



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I have decided not to attempt to fix this plane. I've had it for over 12 years and I decided it is time to move on to something else. The saddest part about all this... the camera was not recording for this crash. YouTube will just have to wait another day.