

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

President's Column

Greeting members! Our meeting is this Sunday 2:00 at Forbes Airfield in the Air National Guard museum conference room, at 6700 SW Topeka Blvd. Turn in at the large KC-135 Stratotanker aircraft.

We will be nominating President, Secretary, and Treasurer at this meeting. If you can't make it to the meeting, you can email one of the current officers your nomination or let us know if you would like to serve. I would like to thank Bud and Sam for the great job they have done the past few years as Secretary and Treasurer while I was President.

Membership dues are due December 31. If we receive your dues payment before the deadline, you will receive a nice club ballpoint pen. Also you can buy them for \$2 each.



Darrin has designed a nice banner for our club and I will bring it or a sample of it to our meeting. Thanks Darrin and nice job!!!

John Dalton is receiving treatment for his tumor so please remember him in your prayers. It was nice to see John out flying a couple of weeks ago and he didn't forget how to grease the landing on his zero!!!

We are getting to the time of year where some of the builders in our club are starting to plan out their winter projects. Wayne says he will definitely fly his big twin next year. Bill had several successful flights on his Cessna this year. Darrin is flying his wings (really his canopy) off this year. I think we will see Jim Morgan maiden flight his Fokker next year also. If you hadn't noticed, Darrin has a new 3 blade prop on his big plane.

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

Looks and sounds nice. Sam Brown is flying like an old pro now. He took off and landed 6 times about a week ago. Great job, Sam!!!

No more fly-ins this year for our club members (except for Jim Eastburn and Jim Morgan). There will be a freeze fly January 1st. More info to come later on that one.

By the time you get this newsletter, the bathroom at our field will probably been winterized, so you will have to find a tree. I plan on spending all of February and most of March in Florida and plan to do some flying with our Florida resident, Jim Eastburn. I am taking my 4 Star 60 and hope to bring it back in one piece and have all of my fingers still attached, too.

See you all at the meeting and remember to support our local Hobby Shop!!!
Vernon Nelson

Fuel Recovery Catch Bottle

I have been using this catch system for thirty years and it has been working great for me. I also made one for my son Patrick. It is very simple to make and can be used for both glow fuel and gas. Sorry Wayne I haven't found a way to catch the over flow electrons from your battery system 😊.

List of Items needed:

32 oz. alcohol bottle (empty) local grocery store.



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

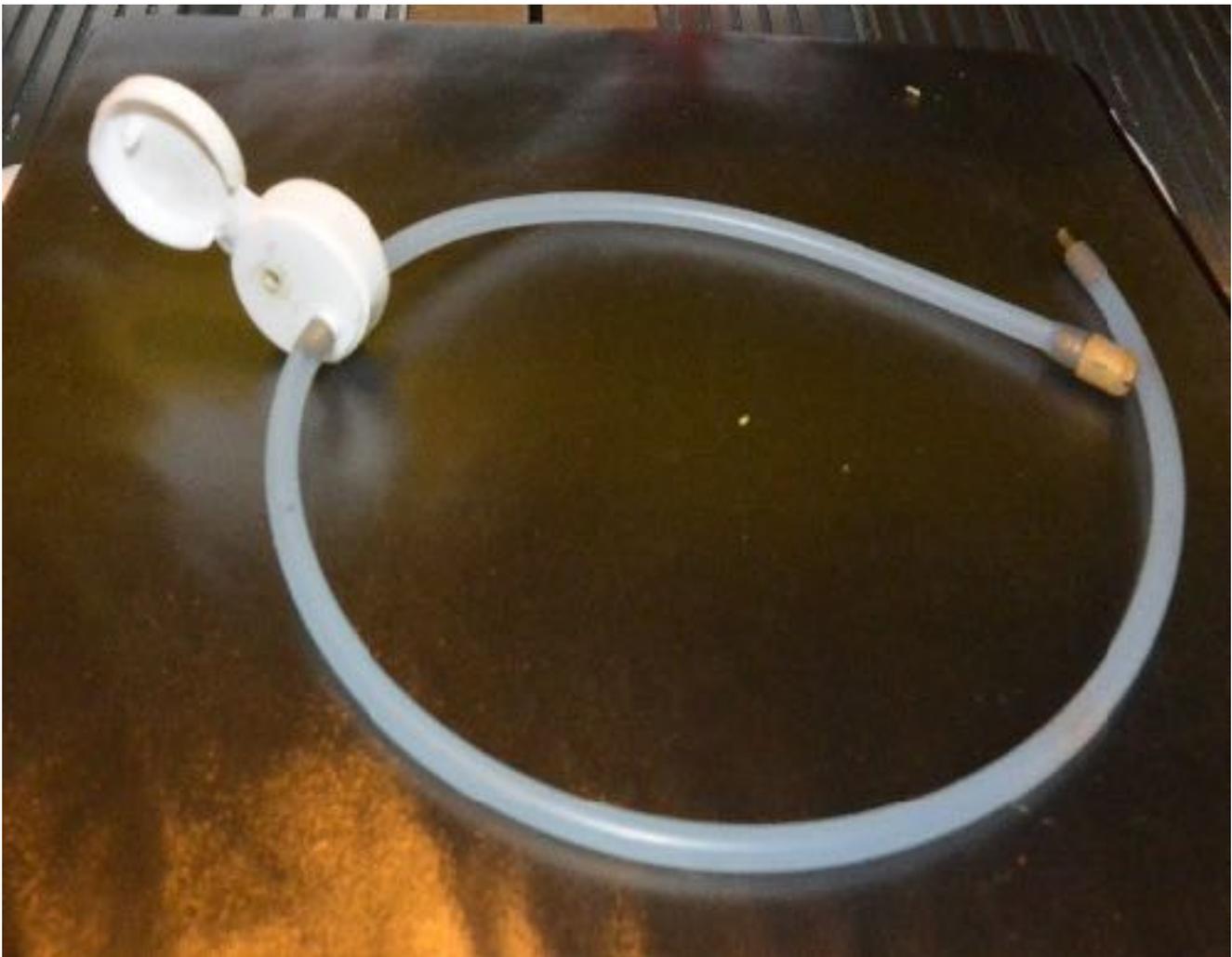
2 – 1 inch long pieces of $\frac{1}{8}$ inch brass tubing.

1 fuel tank klunk for inside the bottle.

2 to 3 feet of medium fuel tubing. The type of tubing will change depending if you are using glow fuel or gas.

1. You should already have a hole in the top of the alcohol bottle. If not, drill two $\frac{1}{8}$ inch holes in the top of the cap.

2. Insert a piece of brass tubing into one hole. Attach a 7 inch piece of fuel tubing to the brass tubing and insert a klunk into the other end of the fuel line.



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



3. Attach the 2' or 3' fuel tubing to the outside of the brass tubing that's in the bottle. Now insert the other piece of 1/8" brass tubing into the other end. When not in use, place the brass tubing into the other hole in the top of the bottle.

If you attach the bottle to your fuel tank overflow line, this will catch any overflow you might have. When your flying session is done for the day, just pump the fuel back into your storage container. You would be surprised by the amount of fuel you can save over a period of time. And since we have new grass we won't have all the brown spots from the spilled fuel. It is a win for everyone. You save money and we stop killing the grass.

Tom Kelley

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

Busy Time in Bill Miller's Shop

It has been a busy time in my shop this fall with more busy time to come. Everything started when I crashed my Super Stearman in a tree during the Riley County Fliers Fly-In this year. The plane landed in the tree with little damage but it was removing the plane from the tree which caused it to fall on its top wing and shatter it. I happened to have a spare wing that was given to me several years ago; it needed some repairs and new covering. I made the wing repairs and minor repairs on the rudder from the crash and decided the entire plane needed recovering due to aging and old covering patches. So I stripped all the covering from the plane and started to cover the wings right before the Salina Fly-In, which I was not going to be able to attend as I was heading to Denver for my grandson's birthday.



Here is the Stearman waiting to be recovered.

When I returned from Denver and after the fly-in, I learned Vernon had damaged his Carbon Cub. I spoke with Vernon and he said Wayne Hittle would repair it for him but it would not be until after flying season was over. Wayne was just too busy with his full size plane projects to take on the Carbon Cub. Knowing that Vernon wanted to fly this plane in some of the upcoming fly-ins, I wanted to help him out. I told him I would take the Carbon Cub and repair it. I also told him I was very appreciative and thankful to him and his wife, Toni, for helping John and Ann Dalton get to and from KU Medical center for John's evaluation. The pictures below show what he brought me to repair.

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



It looks better than what it really was. This was a challenge to repair and maintain or improve the strength of the airframe. Below is the repaired plane done just in time for Vernon to take to the Muskogee Fly-In.

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



Repaired Carbon Cub

I was talking to Gary Rauckman about my model repairing skills last year at the Jayhawk Float Fly. Gary mentioned he had a crashed Lanier Mariner he would make me a good deal on. Nothing ever came from that conversation though. It wasn't until the Blue Sky Fly-In this fall that we discussed the Mariner again and Gary decided he was going to just give me the plane. We needed to get together sometime so I could pick it up. The following weekend was the Lawrence Big Bird Fly-In and I was going to make arrangements then with Gary to pick up the Mariner.

If you were at the Lawrence fly-in you may have seen the freaky crash of Gary's jet. It damaged only the landing gears, both mains and the nose gear. I went over to look at the damage with Gary and it didn't look all that bad. I jokingly said I could fix that for him. Well, he quickly took me up on the offer. We made arrangements for me to pick up the wing and the Mariner. Below are some pictures of the jet wing.

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



Here are pictures of the wing before I started to work in it. As you can see, the damage is pretty bad and will require some thought to fix it and make it stronger than before.

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



This picture shows the total extent of the damage.

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



Here is the broken spar being replaced.

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

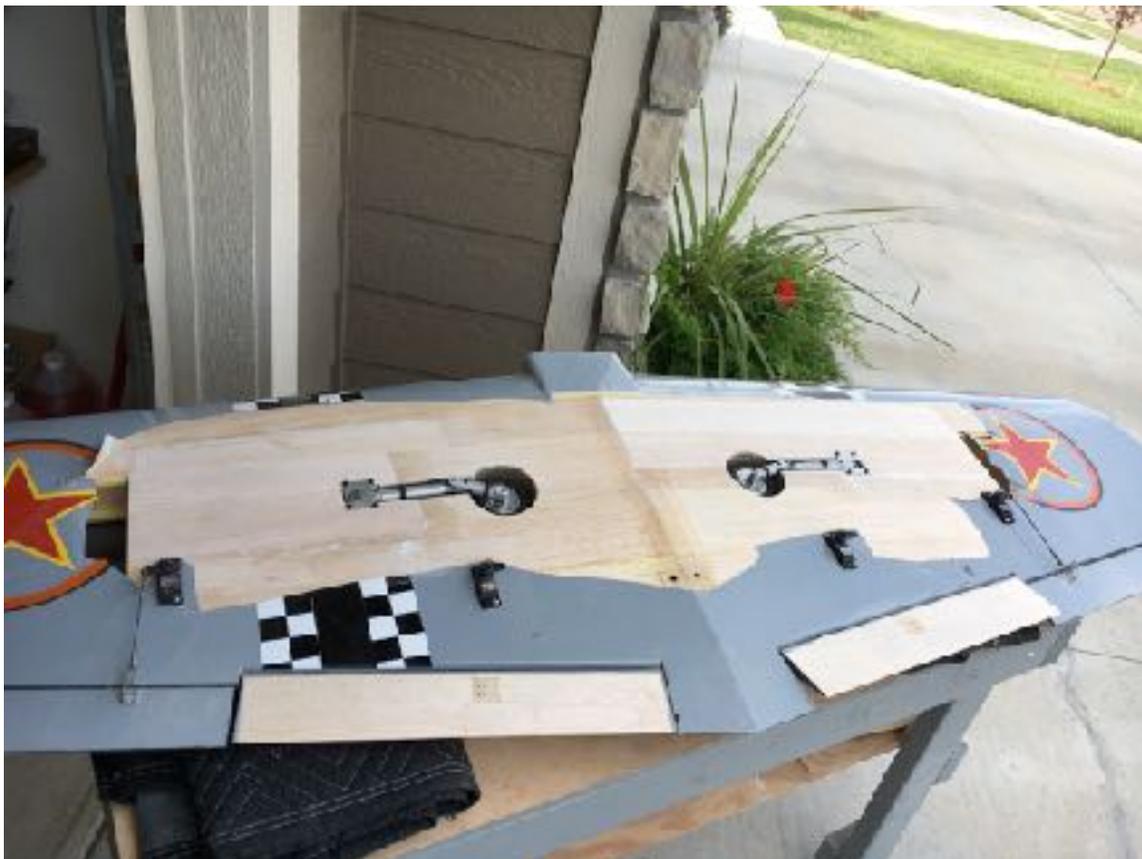
Secretary: Bud Park

Treasurer: Sam Brown

Safety: Don Regier

Editor: John Kauk

CD: John Dalton



This is the completed wing. Gary said he will recover the wing this winter. So let's look at that Mariner I picked up the same day.

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



The front of the plane was in very bad shape. The nose cone was crushed and the boat bottom that was glassed was in bad condition. The motor pod in the picture looked in fair condition, but it was not. It would require a total redesign and rebuild. Gary said the motor mount block on Mariners have a tendency to come off due to vibration. When I looked it over, it was clear to me why. So I repaired the nose cone, repaired the fiber glass on the boat bottom and redesigned the motor mount block so it would not fall off again. Below are the present pictures of my progress.

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



The top photo shows the rebuilt nose cone and the repaired boat front. At bottom is the redesigned motor mount which also includes an anti-vibration mount.

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

As if this wasn't enough work, I am also recovering the wing on Jim Eastburn's newly acquired Mono Coupe, recovering the stabilizer and elevator on my Pitts, putting a new engine on my 31% J3 Cub, and doing the cosmetic repairs (paint) on my Cessna 310 and replacing the Robart air valve that keeps failing for me. Maybe the good news about all this work is the winter should go fast for me. I hope you all find a project to keep you busy this winter. Flying season will be here again before we know it.

Bill Miller