

N.E. Kansas Blue Sky Squadron, Inc.

Smoke Screen

I.M.A.A Chapter #291

Pres: Vernon Nelson

Treasurer: Bill Miller

A.M.A. Charter #2826

VP: Mark Davidson

Safety: Don Regier

<http://nekbssi.org/>

Secretary: Bud Park

Editor: John Kauk

CD: Aaron Charest



Greetings, pilots.

We will have our meeting this Sunday at the Forbes museum at 2:00. We will be nominating officers so please plan to attend. We have 3 offices whose term is up at the end of the year. We have a great club and a great place to fly and it takes members to step up and take a turn to serve.

Several of us went flying last Saturday. There was no wind but no sun either, with clouds less than 200 feet in some places so it was a challenge to not fly into the clouds.

We had some guests come out who will come to our next meeting and say they will join our club.

It is that time of year where some of our members are starting to work on their projects for next year and some just doing repairs. Recently, it was time for me to hang a few big planes up at the hobby shop for the winter. Wayne Hittle manufactured some parts on the retracts for the stagger wing so the gear will lock when it is down. Wayne has his own machine shop and can make about anything of metal. Thank you Wayne. Next year should be a good one with David Miller and Bill Miller both building a 90+ wingspan Waco biplane. Kris Johnson will be done with some big warbirds and Jim Morgan may fly his Fokker DR1. Let John Kauk know what you are doing this winter and send some pictures!!!



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The breakfast group (everyone is always welcome) will be trying Kanza again this week. It is a lot more cozy and quiet there and their prices are lower there also. This may be our home for a while. (We'll do whatever the group wants) We are still meeting at the hobby shop on Wednesday and then going to Dillon's for lunch.

See you all at the ANG Museum at Forbes this Sunday for our meeting. If you have something to bring for Show and Tell, please bring it.

Remember to support our local hobby shop, Dee and Mee Hobbies.

Vernon



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PRACTICAL APPLICATION OF MODEL AVIATION

In one of my other hobbies, amateur radio, one of the things that has always been a challenge was getting portable antennas put up in trees. Hams usually tie strings to rocks, pliers, hammers, etc., and try to throw them over the tree, using the string to pull up the wire antenna. But these attempts are frequently unsuccessful and sometimes comical, especially when the tree "eats" the hammer, pliers, key-ring, etc. A bow and arrow sometimes works, but the rapid acceleration of the arrow usually breaks the string. And when you get to be my age, pulling back a compound bow presents a whole new challenge.

When one of the strings holding a wire antenna between a large tree behind my house (photo #1) and another one about 150 yards away (photo #2) either broke or came



untied in the strong wind we had the other day, I had the bright idea to use my Convergence to put it back up. I had managed to put it up originally using the bow and arrow, but it it was a real pain (literally), and I didn't want to try that approach again. And both trees are much too high to try the "throw a hammer (rock, pliers, etc) over the tree with a string" trick.

A Blue Sky member had suggested flying the string over the tree with the Convergence, but I balked, worrying about the string getting caught in one of the 3 spinning propellers. Then I thought, "Why not get the string away from the propellers?"

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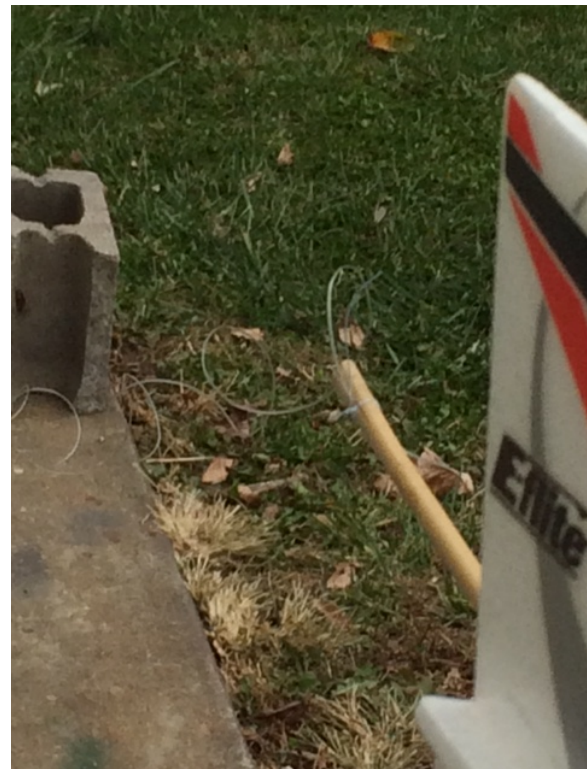
So using a strip of Gorilla repair tape I attached a small piece of bamboo to the underside of the fuselage (photo #3).



Attaching a piece of 20-lb. test monofilament fishing line to a slit in the end of the bamboo (photo #4), I made a short test flight to determine if the model had the capability of lifting a few hundred feet of the line. Yep, no problem!

So, down to the tree with the Convergence-line-lifter, hover up to a couple hundred feet, move over the tree (being sure to pull sufficient line across the tree to allow a safe descent) and land on the other side of the tree. Attached the end of the 20-lb. line to a spool of 50-lb. line and pulled the heavier line through the tree. Attached the end of the antenna, and pulled it up. Voila! No problem. Antenna back in the air!

This would have been the end of the story, but I decided to replace the 20-lb. line at the OTHER end of the antenna, which was still over its tree, but when I tried to pull the heavier line through the tree, the lighter line - which had been in the sun all summer and



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apparently suffered UV deterioration - broke, necessitating yet another Convergence flight to haul up a new line. But having done it once, the second time was a breeze. Now my antenna is held up by 50-lb monofilament at both ends (instead of the 20-lb. I used originally). Yes, it too will deteriorate and need replacing but now I KNOW HOW TO DO IT! (And, no, I don't have any photos of the actual flights; my hands were occupied with the transmitter...)

-Bud Park

Bill's Shop Time

Well it's late fall, which is the time to start on winter projects. I have a very busy winter planned. Between the time of helping take care of the grandkids to my ongoing list of shop projects, winter should go by fast.

The first two projects on my list are to restore the B-Ride Bob Longyear gave me and the Fokker DR-1 triplane I got from John Dalton.

I repaired the B-Ride for Bob several years ago and left the finish work and covering for him. He never did find the time to complete it. He asked me one day if I wanted it and of course I would love to see it restored and flying again. It has been sitting in my basement for over a year while I was working on many other projects. Now it's time to complete the finish work on this bird. Below is a picture of it, before it was crashed. I do plan on restoring it back to original.



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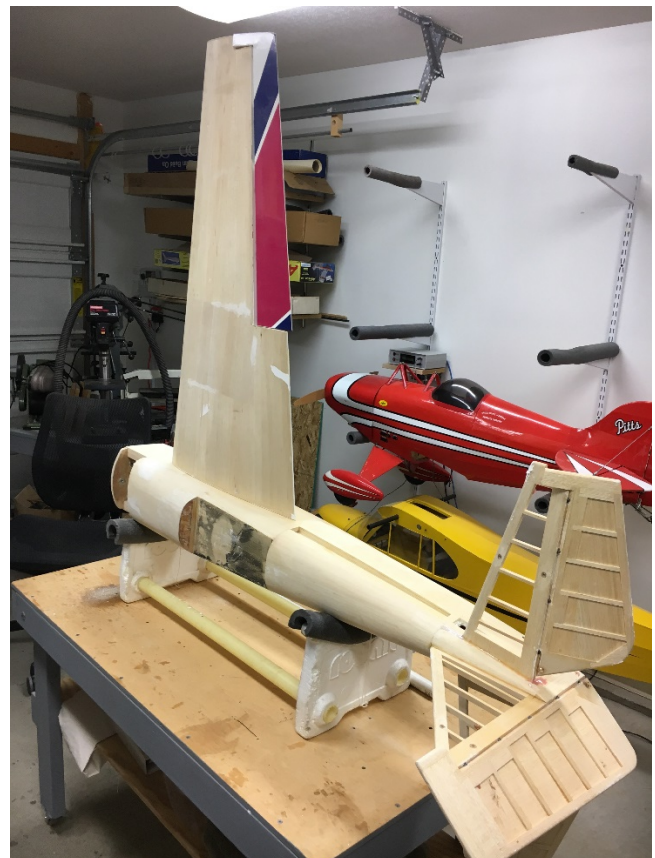


The covering has been removed and the wood fine sanded and it is now getting the white layer of UltraCote applied.

Here the B-Ride sits naked and afraid, ready for covering.

This step I was drilling the alignment holes for each wing half. More about this plane in the next newsletter.

I have been working on both the B-Ride and the DR-1 only to keep from getting bored on one thing. So here is the Fokker DR-1 project.



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This is the plane before any crashes had occurred.

I had promised John I would repair this plane for him this past summer. He really enjoyed flying it. As you know our plans were changed but I am still committed in restoring this plane for him. When I picked it up out of John's garage I saw it was in very bad shape. The top wing had a broken leading edge a shattered trailing edge and 10 broken ribs. The middle wing was broke in half with about 6 broken ribs. The lower wing seems to be okay but I have not removed the covering on it yet. The fuselage was destroyed from the wings forward and the landing gear busted loose.

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Here are the damaged plane photos.



I have repaired the top and center wing. Right now, this project is on hold as I need to order some large plywood pieces. Here are the repaired wings.

So, for now I will be working on only the B-Ride. Hope to have it all white soon.

Try to stay busy in your shops and I hope to see and read about your winter projects as well.

Bill Miller

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Here are some more photos from the November flying session. Thanks, Sam!



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