

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

President's Corner

Greetings, members! Our club meeting will be this Sunday at 2:00 at the Air National Guard Museum at Forbes field. We will be electing our new officers for 2018. Please come and support them as we go into the new year. Speaking of the new year, Capitol City RC is having there freeze fly January 1st. The freeze part is yet to be determined.

Bob Longyear has seen some movement in the power pole removal by seeing some crew doing some measuring. Hopefully this will get all done by our next fly-in. I would like to thank all who have given to our pole removal project. This will greatly enhance our field. We will be accepting donations until the pole is gone.

It seems like breakfast at Kanza is working out for most who attend so we will keep it there for now. All are welcome to come join us on Thursday at 7:30 for breakfast.

A couple more RC swap meets are coming up in February. These are a good place to sell something or pick up something at a good price. I received a call from Kyle Walker from Jayhawk model masters and he has some neat planes that he is selling cheap. He bought these from a guy that is getting out of the hobby. His Stuka is built from Ziroli plans and has a 3W75 on it for \$500. If you are interested in any of these planes his phone number is 785-550-6545. He also bought a lot of motors (gas and nitro). He has a DA 50 he bought new and flew it in his P51 three times and is now selling the motor.

There has not been much flying the past month so not many things to report on. Remember to support our local hobby shop and to send some pictures and articles to John Kauk for our Newsletters.

Vernon Nelson

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Editor's Column

First off this month I'd like to thank everyone who sent in articles and photos for this newsletter. It sure makes it a lot easier to put together. Secondly, we've probably all received an email from the AMA letting us know that the FAA requirement to register and mark our models with the FAA number is back in full force. A copy of the email is below in case you missed it. If you need more information, it's available at the AMA Web site, modelaircraft.org.

John Kauk

Academy of Model Aeronautics
Member Communication



Tuesday, December 12, 2017

Dear members,

Last month, we shared new [information](#) about the FAA's UAS registration requirement, which Congress has reinstated.

Today, we are writing to let you know that President Trump has signed this bill making UAS registration a federal requirement again, including for AMA members.

For more information and frequently asked questions, please visit our federal registration [page](#).

Thank you,
AMA Government Relations



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George Jones' Beechcraft Bonanza Project

Here is an update on the build progress on the Bonanza I bought at the JMM club auction. Jerry Frazer had started building it prior to his move. Wayne Hittle of the Blue Sky club is doing the work and I plan on helping him with the fiber glass finish. I would like to learn how to do a good job of fiber glassing for a finish and who better to learn from than a master .

You should see his Cessna 310 it is a beauty. Wayne and Bill miller built theirs together. Wayne used to own a full scale 310. The model's instrument panel is a thing of beauty, back lit and has the same instrument cluster and outside color scheme as the full scale one he owned.

The Bonanza's power will be a Rimfire 160 with 12 cells (52.2 volts) of Lipo fuel, air operated Robart retracts and a Spektrum AR12310T receiver powered by 2, 2 cell 2100MA Lipo batteries for redundancy. That's all for now.

George W Jones



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Jim Morgan Taunts Us From Sunny Arizona



Got the newsletter, didn't recognize you guys in your long pants and coats. Thought you might be interested in a few pictures I took at our flying field. Two guys here in Casa Grande are trying to get their licenses to fly RC jets. This one is a Boomerang Sprint with a 24 pound thrust turbine. Flies like a trainer. Hope you all have a great Holiday Season, we are thinking of you. Wishes from Sunny Arizona.



My Winter Project

Mark Davidson

A couple of months ago as our flying season was winding down I began to think about what winter project I would take on so that I would have a new plane when the 2018 season began. About that time Bob Longyear came to me and said *“Mark you need a giant scale plane and I’ve got just the plane for you.”* Now I have always flown 40 size planes in fact the largest engine I owned was an OS 46. But when Bob approached me and offered me this opportunity I jumped at it.

The plane was the bones of a 110 inch wingspan Taylorcraft. It was obviously scratch built from plans a long time ago. (It had one 40 year old Kraft servo still in the wing.) It had been stripped of all covering and any indication of where radio gear might have once been in the plane. So I began talking to various club members about how to go about what I needed to do to get this monster in the air.



First I had to determine what engine I was going to use and cut off the old wooden motor mount. I settled on putting a DLE 30 in it for power. Having made that decision I had to make a new motor mount that would put the DLE at the right position in relation to the cowling.



Next I decided to work on the wings. They needed some sanding and some reconfiguring for new servos. So I cut out the old Kraft servo. The old servo wires had been glued in to each rib so I had to cut those out and make bigger holes for the new servo wires.





I made mounts for the new Hitec servos. I saw this design for servo mounting on line and liked it so I copied it for my plane.



Next I had to decide on a color scheme. In doing a little research I found that there was a version of the Taylorcraft that was used in the US Army for flight training and reconnaissance. I like the look so I decided to go with that scheme. I purchased a lot of Solartex covering from Balsa USA. It will have yellow wings and elevator, a blue fuselage, and a red and white striped rudder. I also found some 1/4 scale military decals online.

Then I began covering the wings. Each wing panel is 50 inches long and 16 inches wide. I really like the fabric look. Having never used Solartex before I was impressed with how much easier it is to use than Monocote which I had always used in the past. It is low heat and really stretches nicely around curves.



Well I am about 50% finished with the plane and having a great time.

- *I still need to figure out how to patch the old holes in the thick plastic cowling. The DLE is going to be mounted down while whatever engine was in it before mounted sideways. Thus I have to patch the sideways hole in the cowl.
- *Also I need to make new wing struts and I am not exactly sure what to make them out of (wood, aluminum, carbon fiber). They are 37 inches long and integral to the wing support.

Any ideas on these issues would be greatly appreciated.

Look forward to seeing this thing fly in the spring.