

N.E. Kansas Blue Sky Squadron, Inc.

Smoke Screen

I.M.A.A Chapter #291

A.M.A. Charter #2826

Pres: Mark Davidson

<http://nekbssi.org/>

VP: Bill Miller

Secretary: Sam Carkhuff

Treasurer: Sam Brown

Safety: Don Regier

Editor: Ainsley Charest

CD: Aaron

Charest

Presidents Conner

MARK'S REMARKS from your club president,

HERE WE GO! The start of a new year and a new flying season will be on us before we know it! I am so honored to be your new president. Since I joined NEKBSSI 5 1/2 years I have been so impressed with the quality of our membership. Not only do you contribute to making our model airplane hobby fun, but I have been impressed with the way you respect and care for one another. I hope to continue to encourage that legacy. I look forward to carrying on the good traditions that you all have laid out in the past. If you have some new ideas that you would like us to try please share them with me.

You can reach me in the following ways:

Address - Mark Davidson

5308 SW 23 Terrace rd

Topeka, KS 66614

Email - songm@aol.com

Phone - 989-745-5925

Need a winter project? How about fixing-up some airplanes and have them ready for Spring, or maybe even a Winter flight off snow. Now is a great time to thoroughly go over your planes, check batteries, fuel systems, connectors, hinges, control surfaces, and flight boxes. Make sure everything is ready to go when the good weather comes.

Our next club meeting is this **SUNDAY, JANUARY 17 at 1:30 pm via ZOOM.**

Please note the time change for this month only. The KC Chiefs are in the playoffs with kick off at 2:05 pm. We are changing the time of our meeting to accommodate those who wish to watch the game. We don't have a long agenda this month so I doubt if you will miss much if any of the game. Please plan to attend our meeting.

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Here's the zoom link for our meeting:

<https://us04web.zoom.us/j/72215546932?pwd=S05pOFJGREF5S3FmVC9KaE40ODIQQT09>

This is always an exciting time of the year as it holds so much promise and potential! Let's make it a great one!

2021 dues are now due. Please send them to our treasurer:

Sam Brown

3913 SW 40th St.

Topeka, KS 66610

VP Appointment

Per the by-laws, the board's appointment of Bill Miller as VP, per Article V para. H. This appointment runs through the next VP election cycle.

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A couple of pictures from Vernon's new plane- Pitts S2B

Please note that the pilot is MIA, we hope he makes an appearance during flying season.



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Ringing in the New Year Right!

By Patrick Deuser

Traditionally the Capital City club or the Franklin County Fliers would hold a New Year's Day Freeze fly where Flyers would bring a favorite dish to share and airplanes for flying. This year the pandemic foiled those events. I got an email from Greg Inkman from the foundation for Aeronautical Education early in the week saying they would be taxiing their aircraft at their field in Topeka on New Years Eve. He was inviting anyone that wanted to come participate in a Covid safe way. I asked him why only taxiing and he explained that their field is in the Billard Airport airspace and they have a Letter of agreement with the Billard Tower that prohibits night flying. At nearly the last minute I volunteered the Jayhawk Model Masters' field in Lawrence as we have no such restrictions that I am aware of.

Greg Inkman helped me outline the runway with Christmas lights Thursday afternoon. It only took about 45 minutes and we had enough lights to do one end and about 2/3 of both sides of the east west runway. I wasn't sure how well it would work but I wanted to have an outline of where we could land. (At that time I was still delusional and thought I would have lights on my neptune). Around 11 pm New Year's Eve I showed up to unlock the gate. There was a guy named Rich from the FAE club in Topeka waiting for me to arrive. Greg Inkman showed up about 20 minutes later. I went over and plugged in the "runway lights". It was awesome!



"runway lights" at the field

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Rich was the first person to fly. I think he had a Timber or something similar but it only had the stock navigation lights. I would recommend against trying to fly with just the navigation lights. It might be a little easier if you were actually flying the plane to tell what the airplane was doing. I sure couldn't tell and apparently the pilot couldn't either as he ended up sticking it in the top of one of the trees at the southwest edge of the field almost to where the lower dam road curves. None of us realized how far out the plane was, (very hard to tell depth perception at night with a limited number of lights to look at) Greg and I made the trek out to retrieve the plane. Greg was able to shake the tree enough to get the airplane to fall out of the tree and he caught the airplane while falling backward saving the airplane. The only damage appeared to be a broken prop and part of leading edge slat on one wing was missing. Greg then flew one of his planes without issues before deciding to warm up a bit in the car. At 11:59 he took off with his other airplane and brought the new year in right. This airplane was another foamie but it had a ton of led lights on it. It had red and green for the wingtips as well as some white along the bottom. He also had a lot of led lights on the fuselage and wings that flashed and changed colors. To me it was too much blinky blinky and was a little disorienting, but Greg flew it like a pro and landed without incident. I think he flew again before we decided we were a little on the cold side and decided to pack it up before the snow came in. I think we were all headed home by 1AM.



Greg Inkman with one of his night flyers

I went home and finished up my Neptune and put Skis on the Senior Falcon so I could fly on New Year's Day. Greg called me around 10:30 in the morning wanting to know if I wanted to cancel because of the weather. At that point I was just finishing loading the truck so I reminded Greg that his email said we would be flying no matter what. We agreed to be at the field to open it up around noon. It was still snowing pretty good

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and took me almost an hour to get from Topeka to the field. When I got there the snow couldn't really decide whether it wanted to be freezing rain or snow so I put the Senior falcon together and sat in my truck and waited for Greg. He got there about 12:45 We decided to pit under the shelter to give us a little protection from the snow /rain. Greg had his Super Buccaneer on skis, the little foamie from the night before and his Stearman on wheels. I flew the Senior Falcon on skis first. The nose ski wasn't tight enough and so the front of the ski flipped up against the cowl and it flew like a giant turd. The other issue I had was the skis that I bought 20 years ago from some guy in Canada off of Ebay didnt have any kind of a keel so steering in the snow was about impossible. I really wanted to fly the neptune anyhow. In my haste to get the Neptune ready and my sleep deprived state I realized shortly after takeoff that I did not balance the plane and I had a very tail heavy model. Full down trim and some down elevator and I was able to fly it around a bit but not comfortably. The elevator was super sensitive too. After a few UGLY landings I brought it in to see if I could make some adjustments. The good thing about flying from fresh snow is you can land really hard and not hurt your plane.

Patrick landing the tail heavy neptune



Greg was getting the Super Buccaneer ready when Paul Morgenroth showed up with a Kadet LT 25 on floats. He said he had never flown it with the floats on it. It flew really well!

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Paul Morganroth and his Kadet LT25 on floats

Greg flew the Super Buccaneer a couple of times before deciding to try the Stearman. He tried to taxi a bit but the snow was just a little too deep and the Stearman kept wanting to nose over. I was glad he decided not to fly it because I couldn't see the landing turning out good no matter how gently he could set it down. That airplane is such a beautiful model I did not want to see it destroyed.



Greg Inkman and the Stearman

We finally packed up around 3 and headed home because the snow had stopped, and the winds were coming up. All in all both days were a lot of fun and other than Rich's plane landing in the tree top on New Year's Eve there were no crashes.

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Now that we have power at the field, night flying with our LED Christmas runway lights is a blast. We might consider making the New Year's Eve thing an annual tradition. The New Year's Day freeze fly's have been hosted by Capital City RC and the Franklin county Fliers in the past. Perhaps the local clubs could each take a turn hosting. Maybe Robert would let us use the barn or his garage and we could host a nice little potluck. Something to think about....