



N.E. Kansas Blue Sky Squadron, Inc.

Smoke Screen ~ February 2022

<http://nekbssi.org/>

A.M.A. Charter #2826



Dates To Remember

Club Meeting third Sunday every month 2:00
Lunch Wednesdays 11:30
Breakfast Thursdays 8:00 at Cook's

Upcoming Events

April 9 Cap City Swap and Shop
May 14 Jayhawk Open
May 21 Cap City Open Fly-In
May 28 Jayhawk Electric
June 12 TOPCLASS Fun Fly
June 18 Blue Sky Open
June 25 Jayhawk Float Fly
June 25 Forbes Air Show
July 9 Cap City Warbird Fly-In
July 23 Jayhawk Fun Fly
August 29 TOPCLASS Aerobatic Contest
September 10 Salina Big Bird
September 11 Cap City Memorial
September 17 Blue Sky Big Bird Memorial
September 24 Jayhawk Big Bird

2022 Club Officers

President: Mark Davidson
Vice President: Bill Miller
Secretary: Sam Carkhuff
Treasurer: Sam Brown
Safety: Don Regier
Contest Director: Patrick Deuser
Editor: Bill Miller

MARK'S REMARKS from your club president...

Our next club meeting is this **SUNDAY, FEBRUARY 20 at 2:00 pm.** We will continue meeting at the Kansas National Guard Museum at Forbes at least through March and probably April. Bring something for *show and tell* if you can. Last month we had a number of items that members brought to

show that made for an interesting and informative meeting.

Little did any of us know that when we met for our January meeting that it would be the last for our club member and friend, Aaron Charest. As you know Aaron had a heart attack while driving home from our meeting and passed away later that week. I want to thank all of our club members who were able to support Aaron's family by attending his Celebration of Life Service the following Saturday. The showing from our club was a real tribute to what Aaron meant to all of us. He will truly be missed. Once again I am reminded that life is short, so make everyday count.

If you haven't paid your 2022 club dues of \$35, you can pay them at the meeting this Sunday. Starting in March dues go up to \$40, so it is better to get them paid before the end of February. Also make sure your AMA is current.

Club Meeting Highlights





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We held our January monthly meeting at the National Guard Museum at Forbes Field. At this meeting Mark Davidson presented General Gerhardt with a \$100 dollar check for the use of the facility.



The meeting was well attended. Also, at the meeting several members brought some show and tell items.



General said he enjoys having our club meet at his facility and we are all very much appreciative.



Richard Carpenter brought his new mini Beast to show. He said he has not flown it yet and was told not to fly it the first time indoors as it is very fast.



Greg Inkmann, with Richard Carpenter's assistance, is demonstrating the current drain on a new motor he is planning to put on this model.



Vernon Nelson brought two items he was given by a fellow square dancer. They were shipped to him in these wooden containers. This one happened to be a big glider. Vernon ended up giving it to Don Regier.





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This box contained a big sail boat his friend bought and built in the 70s. It is a scale "America's Cup, 12 meter" that had lots of detail work done on it.

The boat was given to Andy and he will prep it so it can be displayed at Dee and Mee Hobbies.

Jim Lee – Contributor

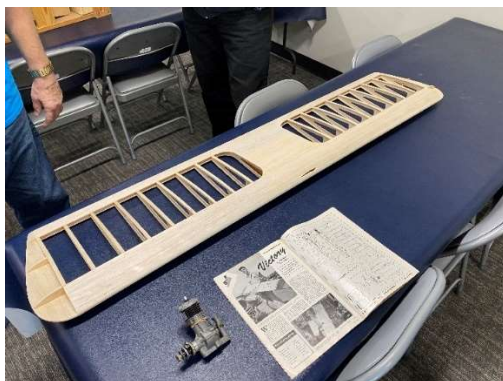
As some of you may have noticed, Jim Lee brought a wing, motor and magazine article to our meeting as a show and tell. With the confusion created opening up Vernon's boxes Jim was over looked. Sorry about that Jim.

Don Still's 'Victory'

This story is actually rather convoluted, starting with a construction article for Don Still's 'Victory' in the Flying Models magazine of January, 1998. In it Mr. Still related his experiences with this model in the late 1940's. He won Sr Stunt at the Olathe Nats in 1949 and Second place in Sr Stunt at the 1950 Nats in Dallas, TX. Plus, he won several contests in the Texas area. A few years later, with a new 'Stuka Stunt' design, he placed well at the World Championships.

The Victory, as shown in the article, had a really nice, big, fat wing, but a rather short tail. This makes it more difficult to do precise maneuvers. The model was powered with a 1948 Atwood Super Champion, known as the 'Stovepipe Atwood' because of the tall vertical intake at the rear of the motor. In the article, Mr. Still noted that he made several different versions of the Victory with different tail moments, noting that the 'long tail' version was more precise in their maneuvering. And, with the wing held on with rubber bands, it made it easy to do different combinations.

In the following years I saw this model used by some people I knew, but didn't pay too much attention. I was having good results with the planes I had. I did redo an old 'Go Devil' designed by Bob Palmer, that I had flown at the 1980 Nats and changed the original OK 'Super 60' to an Atwood 'Stovepipe'. The Atwood is a ringed motor, .625 displacement, with a cast aluminum piston, instead of the iron piston motors like the beautiful Orwick 64 that is very highly regarded. The big difference is that the Atwood doesn't shake as much as the Orwick. I really like the Atwood!!



Here are the articles Jim brought for show and tell.



alive at 90 plus years old, had sent a huge box of motors to Wes to parcel out to people who would use them. So, I now have two Atwood Super Champions and an Atwood Triumph 49, that belonged to Don Still.

The only course of action was to immediately order the plans for his 'Victory'. And some calls to the people that I knew had flown the 'Victory' to verify that I wanted to build the 'Long Tail' version. But, how long was the tail? One of the fliers had done some guessing based on an old picture, but I wanted a more definitive answer. So, off went a letter to Mr. Still, which was answered quickly with the desired information. He also related some wonderful stories about the 'Victory'.

And that is why, I am now well into the construction of the 'Long Tail' 'Victory' to be powered with an Atwood Super Champion 63, just like it is supposed to be.

If you hadn't noticed, I love the history of model airplanes, especially control line types, and the motors that powered them. And, in going to the Vintage Stunt Championships in Tucson for the last thirty years or so, I have gotten to meet and get to know many of the icons of the control line stunt community. It was a thrill for me to be able to talk to Bob Palmer, the designer of the 1948 'Go Devil' and actually see him fly one of his original models.

Now we fast forward a few more years and I get a call from a friend, Wes Dick, in Indiana, who asks if I would like some Atwood motors... I tell him that I actually have several and don't really need more... Then he says these are Don Still's Atwoods. I changed my mind about some more Atwoods! Mr. Still, who is very much still

Tribute to Aaron



As you all should know by now, we lost another of our beloved club members, Aaron Charest, on January 21, 2022. Aaron was one of our very active members who would be there any time you would need him.



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With most of us being retirees we would sometimes go flying in the middle of the week. If the day was one of those days we all hope for...mild temperatures, sunny and low winds, Aaron would sometimes pull up our field web cams to see who was out flying and send us text messages. He wanted to let us know that it was not fair he had to be at work. And when he knew in advance of those perfect weather conditions, he would try to take a day off work to come join us. He truly loved our sport of RC flying.

Through the years, Aaron would most always travel with us to the various flying events our club would attend. He would always be willing to help on our club work days and any other time someone would need him. He was very active in the sport of indoor RC flying, as well. He was a friend to many of the club members in other area clubs such as Manhattan, Salina, Lawrence and the three clubs here in Topeka.

His presence and club involvement will truly be missed.



This is a picture of all the RC flyers who attended his Celebration of Life. They included the N.E Kansas Blue Sky Squadron Inc, Capital City R/C, Foundation for Aeronautical Education Inc, and the Lawrence Jayhawk Model Masters Inc.

Rob Leiker Contributor

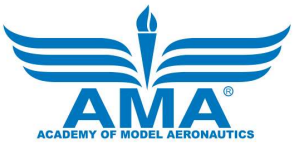
I received this from one of our Florida snow birds. He wrote:

My wife, Tina, and I are enjoying the warm weather in South Florida. We will return to Kansas in April. I've got a project coming up though: A Dancing Wings, 63" PT-17 Stearman. It's an ARF and I want to either go glow or gas. It's about 10lbs (airframe only) and if any of you guys have some engine recommendations, feel free to let me know. Other than that, my new name is "Crash"... pretty self-explanatory. My most recent acts of crash stupidity include:

Early December, midday... take off south, sun right in line with runway... had to go high-rate elevator with my little P47 (OS61 glow) to keep tail on the ground. Take off was beautiful and scale, perfect CG, but I was standing behind it so as soon as I got 75 feet high you can guess what happened... a big bright star swallowed my airplane and I lost orientation. Stupid me for being stupid.

Then, a week or so ago... my new 50" Maxford PT-17 electric... after several try's I got it airborne and flew it for several minutes adjusting trim... took it downwind for landing line up and noticed a serious lack of thrust developing... after trying desperately to keep it flying, the poor thing just gave up and went in... I found the prop nut was loose... again, stupid me.

Now I have some room freed up for more airplanes



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Greg Inkmann Contributor

For those of you unable to attend the New Year's Eve or New Year's Day flying, we had it all. Both of us, Patrick Deuser, president of the Lawrence club, and myself started out New Year's Eve with a leisurely drive to Lawrence, laid out the runway lights that you see, the club put tarps all the way around the shelter and we had a heater.



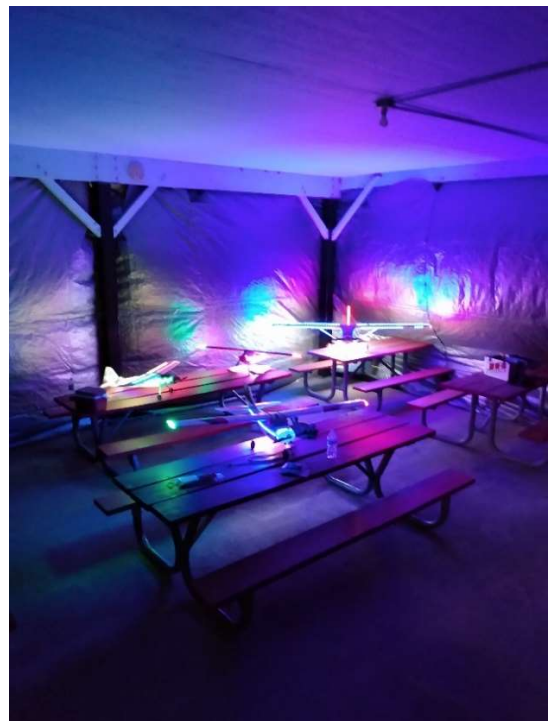
All in all, a very worthwhile experience. I highly recommend it for next year.



This is a picture from the Freeze Fly in Lawrence.

Winds changed dramatically from 11:00 p.m. 9 miles an hour no gusts temperature was 16° while we were doing our test flying. As the evening progressed things deteriorated. Wind was now 17 gusts to 26. The temperature was 16 /-7 (this according to NWS, it felt colder). We were both in the air at midnight. We rolled up the 400 feet of Christmas lights (an added bonus) and departed.

New Year's Day was a little different. Again, both of us enjoyed a much more leisurely drive to Lawrence and set up the coffee pot. The weather was even more invigorating than the previous evening. North winds 13 gusting to 24 temperature 7, wind chill minus -11, aviation was committed and we waited around for a couple hours eating chili, drinking coffee and solving the world's problems.



The night flight planes on display.

Cut and paste this link to into your browser's address line to view a short video of Patrick's plane in flight.

<https://photos.app.goo.gl/stsMR5dYda2zy1QB9>

Mark Davidson Contributor

Here's what I have been up to lately. I have several old planes that I have been thinking about getting rid of. One that I almost trashed was my 25-year-old Cap 232. It had a Thunder Tiger 46 on it in its day but the engine doesn't run anymore and I didn't want to buy another one. Then I thought it might be fun to convert it to electric and see how it does. So that's what I did. I took out the gas tank, cut a hatch in the top, built a tray for my 4S battery, installed an Eflite 46 electric motor and balanced the plane. The rudder needed to be rebuilt and recovered as well.

It flies pretty good now as an electric.



My next project is to put together my Christmas and Birthday present this 84" Carbon Z Cub. Shouldn't be hard to put together and I am really looking forward to flying it this spring.





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KC RC Swap and Shop



This event was well attended by the local clubs in our area This is John Shewanick and Don Regier manning their sales table.



Not as many people there this year but was still a good showing.



The Lawrence club was well represented as well. Wanna buy a jet anyone? It was great to see everyone there.



Here is our fiend, Gary Neihaus and his wife from the Manhattan RC club.



Wanna sell snow to an Eskimo? Then Greg Inkmann is your man. My wife, Debbie, went with me this year. While I was out mingling and shopping, she sat at a table near Greg's table. She got a big kick out of listening to him and see how well he could sell most anything.

Bill Miller Contributor

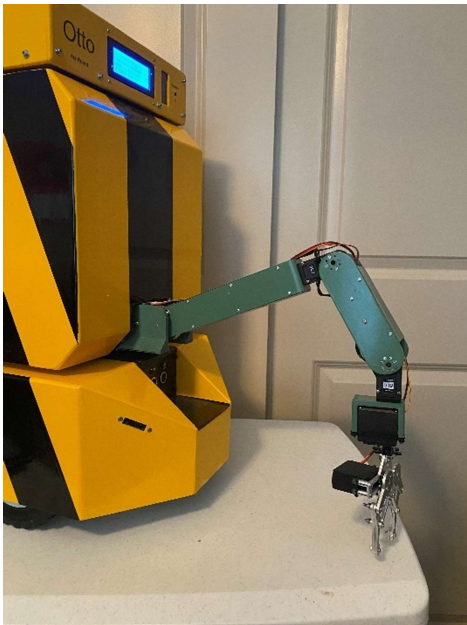
Most of you know the story of my robot project so I just want to share with you what I have been up to this winter. My robot was designed in the image and functionality of Hero2000, by Heathkit. It does outperform Hero2000 but was always lacking the robot arm like Hero2000. So, this fall and winter I designed, developed and implemented an arm for Otto. I do plan on bringing Otto to our next club meeting to give you a demonstration of its new features. Following are a few pictures of Otto's new arm.



This is the completed arm on a test stand.



A hole in Otto's body had to be made to install the new arm. The arm is operated by its own Arduino Mega microcontroller.



This shows the arm in an extended mode as if reaching for an object to pick up. The gripper has a sense of touch feature so not to over current the gripper when it grabs an object.