



N.E. Kansas Blue Sky Squadron, Inc.

Smoke Screen ~ February 2022

<http://nekbssi.org/>

A.M.A. Charter #2826



Dates To Remember

Club Meeting is the third Sunday every month 2:00.

Lunch Wednesdays 11:30

Breakfast Thursdays 8:00 at Cook's

Upcoming Events

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

APRIL MEETING

Our next meeting will be at our field this **Saturday**, April 16 at 2 pm. Remember we moved the meeting this month to Saturday because Sunday, our regular day, is Easter. Our winter meetings this year at Forbes have been very productive with good turn outs and a great spirit.

Last month again it was great to see some show and tell items at the end of our meeting. If you have something to bring for "show and tell" please bring it. We would love to see what you have been working on.

Flying season is upon us and there have been several good days to fly in the last month, mixed in with a lot of windy ones. It is great to see increased activity at our wonderful facility. The mowing committee is now starting to mow the field every week. Which is a good thing! In my estimation the grass at our field is the best I have seen it in my 7 years with the club. Kudos to those in our club who carefully and intelligently look after this precious resource.

Work Day - We had our spring club work day on Saturday, April 2 out at the field. There were 16 club member who were able to make it that day. We were able to get a lot done in sprucing things up. Some of the things that were accomplished were:

- We replaced the 6 flight stations that had been damaged by high winds over the winter.
- We replaced rotted boards on one of our work tables.
- We replaced rotted boards on our fencing.
- We repaired the railings on the stairs over the club restroom building.
- We made repairs a couple of the older flight stands.
- The restroom building was cleaned.
- The barn was cleaned and reorganized.



N.E. Kansas Blue Sky Squadron, Inc.

Smoke Screen ~ February 2022

<http://nekbssi.org/>

A.M.A. Charter #2826



That was quite a lot for one morning and a good time was had by all. Thank you to all who were able to make it a big success!!!

Look forward to seeing you this **SATURDAY** at our meeting at 2 pm. Bring a chair. If the wind cooperates maybe we can get in some flying. If the weather doesn't cooperate we will meet in the barn.

Club Meeting Highlights

Our March meeting was well attended. The meeting was to discuss our upcoming year of flying and our spring and fall events. We also discussed the maintenance needed at our flying site and a work date was set for April 2nd. We had show and tell items presented by Wayne Hittle, Dan Reid and Bill Miller.



A view of some of our members in attendance.

Wayne brought some photos he took during his stay in Florida of a flying site he had visited. He spent time visiting with some of their members about their club and flying site. This was a large club with over 100 members. He also pointed out they fly mostly electric aircraft and most are the smaller foamy size.

Bill Miller showed some videos he took with his RunCam2 camera mounted on top of his 1/3 scale J-3 Cub. Several of our full-scale pilot members noted it looked like the view they would see often when flying a full-size aircraft.

Dan Reid brought some very uniquely designed aircraft that he built from plans online. He has been tweaking and adjusting things to make them fly more stable.



Dan said this one flies sort of like a kite with the nose up.



Here is Mark with his plane on the runway and is walking to the safety stand to take off.



This is a gyrocopter and the blades turn in opposite directions.

First Day Flying April 9th

We finally had a day with manageable winds but with cool temperatures. We decided to head out later in the morning hoping for warmer temperatures. We got out there and were ready to fly around 11:00. We all got some flying in before the wind picked up.



A view of us out there. Wayne Hittle was there as well just not in this picture.



Vernon brought out his Aerostar he bought from Aaron. On his first flight Vernon was having difficulty controlling it. When he tried to land, it would pull hard to the left. He asked Bill if he would land it for him. Vernon got some altitude then handed Bill the transmitter. Bill has a lot of experience using rudder on takeoff or landings, his twin engine airplanes demand that to control them.

The picture shows several of us working on Vernon's plane. What was discovered was two of the four motor mounting bolts had fallen out and the other two were loose. This is why the aircraft was very difficult to handle.

George Jones – Contributor

Edge 540 Restoration

By George W Jones

As many of you know I crashed my Edge 540 last spring and there was extensive damage from the wing tube all the way back to the tip of the tail. This was my favorite airplane and the closest replacement I could find was in the northeast corner of IL. The cost was pretty high and figuring what it would cost to go and get it I turned it down. After a long hard look at it and winter was coming on, I decided to try and rebuild it. At this point I finally got it up on the worktable and started to put the puzzle together.

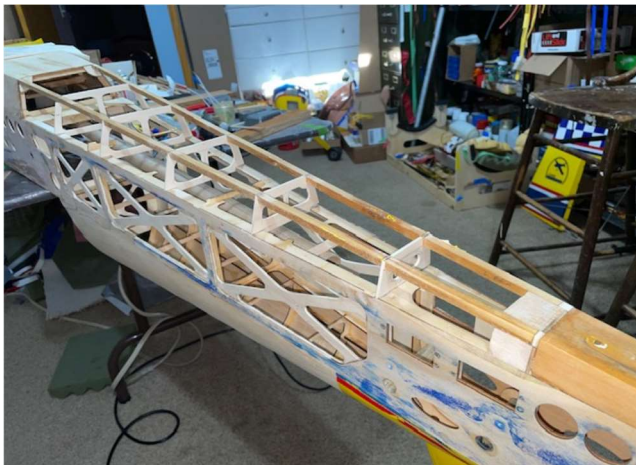
In the next two photos I am searching for broken pieces that match so I can tack them together with CA glue so I could get a pattern.



The next two photos show the plane is ready for filling and sanding.



The next two photos show making and installing bulkheads and other pieces.



This shows the fuselage is ready to cover.



Smoke Screen ~ February 2022

<http://nekbssi.org/>

A.M.A. Charter #2826

Bill Miller - Contributor

This is the canopy repaired and recovered.



The airplane is now covered, reassembled, balanced and made its maiden test flight on March 26, 2022. All went well but I do need to add a little more nose weight as it was a little tail heavy yet. It was a lot of work and took me all winter to do but I am glad I did it, now I can go make some more smoke rings.



John Dalton's Fokker DR-1 restoration.

This is the plane when John was still flying it.



Before John had serious problems with his cancer he asked if I would be willing to help repair / restore his Fokker DR-1. He showed me its remains and it was in very bad shape. I told him if he still had the plans, we could fix it someday. Well that day never came while he was still living. But I asked Ann if I could take the broken plane and restore it same way.

Last spring I decided to see if I could get that DR-1 fixed. I went through the parts like George Jones mentioned in his article to see if I could piece things together enough to make new ones. This plane was too far gone for that method and John's old plans were too well used to be of any help. I called Balsa USA and ordered a new set of plans. What I needed to do first was to scratch build a new fuselage. That build was in one of last year's newsletters.

After the fuselage was finished, I tried to fit the old wings to it. I then found the old wings, after being repaired several times by John and once by me, they were just too far out of alignment. The top wing could not be used

Smoke Screen ~ February 2022

<http://nekbssi.org/>

A.M.A. Charter #2826

and I would have to build a new one. I was a bit frustrated with the project so I shelved it for another day. Well, that day came this winter so I built a new wing seen below.

the upper and lower sheeting and then I built a jig to hold the wing in proper alignment. Then I glued on first, the top sheeting then the bottom. The end result was a straight wing again.



I checked the bottom wing as well and it was fine. So on to the next step of aligning and soldering up the music wire cabane strut. The next photo showed the completed strut on the fuselage.

Once it was completed, I checked out the other two wings again. I found the center wing was not straight enough to use as this wing sets the alignment requirements for the other two wings. In the picture below you see the center wing was not straight.



This shows the lower and center wing installed plus the cabane strut. The last step is to install the top wing which was tricky to get all the wings to align as required. Below shows all wings installed and complete.



Note, the center spar was $\frac{1}{4}$ inch out of alignment. How I solved this was I removed



N.E. Kansas Blue Sky Squadron, Inc.

Smoke Screen ~ February 2022

<http://nekbssi.org/>

A.M.A. Charter #2826



What comes next is the repair of the landing gear and completing the fuselage. The old rudder, stabilizer and elevator are reusable, just need minor repairs.

I hope to be done with this project in the next few months. Until then let's go flying!