



N.E. Kansas Blue Sky Squadron, Inc.

Smoke Screen ~ July/August 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

August 21 TOPCLASS Aerobatic Contest
August 21 Manhattan Fly-In
September 10 Salina Big Bird
September 11 Cap City Memorial
September 17 Blue Sky Big Bird Memorial
September 24 Jayhawk Big Bird
October 8 FEA Fly-In with Oct 9 Rain Date

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

NOW IS YOUR TIME TO FLY

Everybody talks about it...No, I don't mean their neighbors or the price of gas or who makes the best apple pie – EVERYBODY talks about the weather! It's been hot and now it's a little cooler and the rain has come and gone, but most important (at least for now)... It's August: the CALMEST month of the year and August breezes typically run 23% lighter than at the start of the summer! I read this week that the average wind in Topeka for August is 8.5 mph and September average is 9-10. If the wind has ever kept you from flying, your time has now arrived, so let's see you at the field flying!

AUGUST MEETING

Our August meeting will be at our field this Sunday, August 21 at 2 pm. The winds for Sunday are predicted to be 5-10 so it will probably be a good day to fly either before or after the meeting. There is a 33% possibility of rain. If it rains, we will meet in the barn, but right now the forecast is for any rain to be over by early morning.

- Our fall Blue Sky Big Bird Memorial fly-In is Saturday, September 17 and that just 5 weeks away.

- We will talk about promoting our fly-in. We will have additional flyers for all the club members to take and distribute to friends and around the community.

- We will do some further fly-in planning.

- We will propose that we move our September meeting to Sunday, September 11, so that we can meet before the fly-in to do final planning.

- We will propose a work day for Friday, September 16, to do set up for the fly-in.

- We will also discuss any other field work that needs our attention.

SEE YOU THIS SUNDAY at the meeting!

WIBW Filming

We had a good turnout for our WIBW promotion filming at their studio parking lot. Good weather, but a bit windy. But that didn't stop Greg Inkmann from doing his demo flying in the parking lot. The camera man always likes that added action to the interview. Great job again this year Greg! Mark Davidson was our speaker again this



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year and he delivered another wonderful interview.

Below are a few pictures from that day. If you haven't been a part of this event, please come the next time. We will send out an email in advance so you can put it on your calendar.



Here we are waiting for the interview to start.



Here is Sam Brown setting up his Carbon Z Cub.



A few of the other planes set up plus Bill Miller's newly restored Fokker DR1.



Wayne Hittle's Hanger 9 Beast in the shot.

Club Meeting Highlights

Sam Carkhuff, our great club secretary, keeps details of each meeting. He sends them out a few days prior to the next meeting. Please refer to them for meeting details. I will show here some of the fun stuff that happened at the meeting.

This was a very hot day in July. But a few of us showed up early that morning to do some flying. Most went home to cool off, but several of us stayed.



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Below you can see we had a good turnout on this hot July day. Look at those dedicated modelers!

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June Blue Sky Open Fly-In

Below are a few pictures of this event.



A good pilot turnout on this hot day but we had good, low winds to fly in.



Jim Morgan mans our registration booth. He always does a great job doing this and loves to chat with the registering pilots.



This is Vernon's pit area with his Hanger 9 Beast in the foreground. Also with him is his grandson, Derrick. Derrick was Vernon's wingman and helped out with assembling, starting, spotting and tearing down. At the end of the day he commented to Vernon, this flying is a lot of work. Yes, Derrick, try it when you are 70+ years of age. Kids.....right?



Of course, our friend and event starter, George Jones, was there. George pulls the American flag to the national anthem for our events. This is always an emotional time for us patriots.



A couple of our Model Master Club friends taking it all in.



This is the Salina club pit area shot.

Twin Beech Annual Inspection

Bill Miller contributor

I was able to get the twin Beech ready and brought it out on one of our better fly days. The plane flew great and I was thankful to take it back home in one piece. In this article I want to share with you what I do to the twin Beech to try to extend its life. All the bad things that have happened to this plane when John Dalton was still with us, was always

engine relayed. I made it a routine to remove the nacelle covers on my old Cessna 310 after three times of being out flying it. Now that the 310 is no more, and John left me with caring and flying his twin Beech, I do that same inspection routine on it. It has paid off. In the past I have found things that had come loose. One of several negatives of flying a twin engine, is the two motors produce more vibration than a single engine plane.

With a single engine plane, a motor failure does not always mean the plane will be lost. With a twin engine plane, it's almost a sure thing that it may crash. Immediate action is needed on a twin to hope to recover from a dead engine. First, determine that you had an engine quit on you. Then throttle back, and put the nose to the plane down so you do not stall. Stabilize the plane and slowly add power and watch for the direction the plane wants to turn. Add the opposite rudder control to try to maintain a controlled level flight. Determine the best path to the runway if you can make it there. If not, leave the wheels and flaps up and find the safest place to put it down. Bottom line, keep the motors maintained to prevent a failure.

Here are a few pictures of the inspection process.



This shows the carburetor and its control linkage.



Most all the electronics and hardware are in the wing center section of the twin Beech. The fuselage has 2 elevator servoes, 2 rudder servoes and the battery. Dalton would say the wing does all the flying and fuselage is just along for the ride.

Starting Stand Recycling

Bud Park Contributor

As most members know, the club recently replaced our badly deteriorated starting stands. They had been repaired numerous times, but had gotten so bad that further repairs were deemed a waste of money. So we undertook a two-year project to build all



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new ones. It was decided to burn the remains of the old, rotted-out stands, and since I have a couple active burn piles, I volunteered to haul them to my place for disposal. I threw the worst two on the pile and burned them with a bunch of tree branches I had trimmed, but I held off on the remaining stands because they had been repaired recently and had what looked like serviceable lumber in them. Another downside of burning them intact resulted in a large number of screws in the ashes which had to be picked out. So before burning the remaining stands I intended to disassemble them, sorting out any serviceable lumber and avoiding the pick-through-the-ashes task (which even with a large magnet, was messy).

I finally got tired of constantly moving them to mow, so I grabbed several bits for my drill-driver (Torx, square, and Phillips) and started disassembling them, separating the good lumber out and stacking the bad on the burn pile.

It appeared that there were enough good parts to assemble one good stand. Sorting the best I began putting together a "new" stand. Most of the old top pieces were junk, but I happened to have a couple new pressure-treated 2x6s that were pressed into service. Long story short, it turned into a fun project despite the 100-degree weather. Especially since I had the freedom to make a few improvements to the plans we used for the new club stands... here's the results, with details shown in the accompanying photos:

- Overall length is several inches longer to accommodate larger planes
- 2x6 continuous transmitter shelf for better top support (vs. split 1x6s)
- Beveled or rounded-over edges on all top pieces – no sharp edges

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- Larger, 10" steel-hub wheels with bearings (vs. 6" plastic-hub)
- A thick plastic "shoe" on the rear leg to avoid rot from ground contact
- A lip under the rear edge to facilitate moving (like Darren put on his big stand)
- Stronger 2x4 cross-bracing on the legs (vs. 1x4s)
- New axle hardware

I plan to leave the top unpainted like our new stands, and I'll sand/scrape off any flaking paint on the used lumber. It may not look pretty, but it's solid as a rock, and rolls like a dream – and didn't cost the club anything!

Fokker DR1 – Maiden Flight

Bill Miller contributor

In several of the past news letters I shared with you all the trials and challenges that came with repairing John Dalton's crashed Fokker DR1. After one and half years of off and on work, I finally completed it. On June 28th I took it out to our field and maidenized this plane. Everything went well until shortly after takeoff when I realized this plane needs a lot a down trim for some reason. After about 30 seconds of sheer terror, I was able to get the plane under control and fly it. I was very impressed with it's stunt flying ability. One of the warnings I read about this model was its take off and landing challenges. But on this day both went very well.



This is the first picture of it at our field, set up and ready to fly.

Another challenge I had when the plane was completed was how to haul it and a second plane to the flying field.



In order to take two planes in my van, I had to modify my plane rack that I've used for years to accommodate the DR1 top and center wing assembly. They are designed to leave assembled together to speed up assembly time at the flying field. But they wouldn't fit my racks that way. So I made three of my racks removable. This way I can load the two fuselages, then put the racks back in that will hold the wings. This modification works great.



I was able to buy a German pilot from Jim Morgan to finish the good looks of the DR1.



On the day I maiden the DR1, several others came to fly as well. Here is Sam Carkuff's plane on the starter stand with Darrin and his plane in the background. Note, Darrin is using the new giant starter stand he built.



Sam and Jim Morgan sit, waiting to be entertained.



This is Rob Leiker's new P51 Mustang. He asked if I would maiden it for him which I was happy to, and it flew great. Sadly, after I left, Rob flew it a second time, and it had an engine quit at an inconvenient place in the sky. In an effort to try and get it back to the runway, he stalled it out and down it went. It's my understanding it is not repairable. One of the many sad moments of our hobby.

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Eric Weber – Pitts S1

Bill Miller contributor

The day I took the twin Beech out to fly, Bud Park invited his neighbor to come watch. Later, we learned his neighbor brought a third scale Pitts S1 with him. It was given to him as partial payment for services he provided to a guy. He had it hanging at his house for several years and decided to bring it to our field to see if someone could get it to fly again. I volunteered to take it home to see what it might take.

It was an interesting plane. This was a third scale foamy ARF. I have no idea the manufacturer of it. It had some balsa in it and a balsa horizontal stabilizer. It had a 30cc Moki engine. It had some challenges to overcome and resolve. I installed two of my servos, a battery and receiver. I set up the throws of moving surfaces and balanced it using the same balance point of my third scale Pitts. I then let Bud know it was ready to fly and to set up a day with Eric.



Well, that day came and we headed out to whip it in the sky as they say. We identified there was a fuel tank pressure problem. The engine would die if you held the plane vertical. Bud and Eric worked on the problem and now we were ready to fly it.

I taxied the plane out on to the runway and pointed it into the wind. I accelerated it slowly

then added power for lift off. The plane took right off but wanted to climb a lot. I tried to add down trim and keep it flying, but was having trouble doing both. I called out for Bud to come assist me. Meanwhile, the plane was all over the sky doing loops and other things while I'm fighting to keep it in the air. When Bud arrived to help, I asked him to put all the down trim in that he could. Not being familiar with my Futaba radio, he added maximum up trim. Now the plane is almost uncontrollable for me so I decided to power back and drop the nose and get this thing back on the ground. To do that I had to fly it with my control stick almost all the way forward (down elevator). I lined it up with the runway and landed it as if nothing was wrong, other than my shaking legs and dirty shorts... haha!



Here, I'm taxiing the plane back to the pit to give back to Eric. He and his family were impressed to see it fly. I shared with them what really was happening during the flight. I wanted to correct the trim issue and fly again but Eric said the one time is all he wanted to see.

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Bob Longyear's Maiden Flight - Giant Sukhoi

Bob originally owned this plane. When he started to slowly get out of the hobby, he sold it to John Fennell. Bob was contacted recently by John and he said he was wanting to sell this plane and wondered if Bob wanted it back. Bob decided he wanted this plane and was seriously thinking of flying it again. Bob got it back and started the process of setting all the radio gear up in it. He asked his friend David Judd if he would be willing to help on this project. They did get it all ready to fly and took it out to the field for a motor test run and to finish any additional things needed before Bob was going to try flying it.



Here you see Bob, David Judd and Vernon discussing things before Bob goes out to go fly it.



Here you see Bob handling the plane in flight. A bit shaky on his first flight for not flying for many years. Bob attempted several landings but with no wind and the engine idle a bit too high, it wanted to come in very fast. He handed the radio to Vernon and asked if he would land it. Vernon landed on his first attempt but it took the entire runway to stop. Vernon taxied the plane into the pit area and they all discussed the flight.

Safe LiPo Battery Storage Idea

Greg Inkmann Contributor

Okay here's the deal, we all know LiPO batteries need to be handled and stored with care. I have a lot of them. Thanks to my long-suffering wife I think I've solved the problem.

Please note the dial to turn on the oven is not on the stove. I keep it in my toolbox.

Another LiPo Battery Storage Idea

Randy Liderman Contributor

To add ideas to your lipo storage. I too have a similar stove/oven and a much larger oven in my detached shop building. They are there for other purposes but work great for storage. Mine even stay in there in the winter months, non-heated.

One of my favorite things is a propane grill converted to charge station. I watched free adds until I found a nice grill with wheels. It rolls away from the wall when I charge. Burners were taken out and a sheet of galvanized was fitted as a lower pan. I actually charge and work on glass as to have an insulator over the cast iron grills. I start the charge and close the top. Any power cords can exit through the side where a spit would have been. Its free, working height, and safer than anything I had before. Thought you might want to see it.



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