

THE CLANKING ARMOR

July, 2003
Volume III, No. 7

PO Box 83605
Lincoln, Nebraska
68501-3605



NEWS AND ACTIVITIES OF THE LINCOLN SKY KNIGHTS R/C CLUB

Fairmont Air Show

By TW

A number of Sky Knights members made the trip to nearby Fairmont for their air show celebrating 100

You don't have to ask why certain aircraft are classics. They just 'ooze' classic from every rivet. This CAF Lockheed 'Super Connie' is a perfect example. Inset: If you're modeling a 'Connie,' here's a good detail shot of the opened engine compartment.



B-2 'Spirit' stealth bomber makes a rare appearance in the Nebraska skies. Not that you would know it, if someone hadn't pointed it out to you...

What could be prettier than this 'Yankee Air Force' B-17G sitting on the ramp under the puffy prairie cumulus clouds?



years of aviation. Fairmont was one of eleven Nebraska communities that hosted WWII army airbases, and I'm sure many long-time locals could recall days when the Fairmont airbase was crawling with active training pilots, instructors, USO clubs, and all the trappings that went with a major military base.

Some of the military aircraft on display in Fairmont included a Boeing B-17 Flying Fortress, Douglass C-47 Skytrain, Lockheed Super Constellation, Boeing B-25, Junkers Ju-52/3m 'Iron Annie', Cessna Skymaster, and O-2, and a Piper L-14.

Sunday's air show also included a flyby of a B-2 'Spirit' stealth bomber. Aerobatic aircraft flown at the show included a Steen Skybolt, the 'silent wings'

glider from New Mexico, Staudacher S-300, and a Rihn One-Design, Sukhoi, and the ever-present Piper cub landing on one of the Midwest's smallest runways.

Other points of interest included an R/C flight demo put on by the Omahawks, and military hardware displays from WWII, Korea, and Vietnam. A WWII battle re-enactment between the Americans and Germans featured (among other things) German soldiers in wool uniforms. Being a hot breezeless day one of the most popular attractions (especially to German soldiers in wool uniforms) was the concession stand selling snow cones.

The Town of Fairmont did a truly outstanding job of hosting their air show and it will

definitely go down in memory as one of the most interesting and diverse aerial displays to have graced the prairies of Nebraska since those grim days when it was all about war, not nostalgia.

(More pictures on page 5)

*P-51G
...the
ultimate in
male
hormonal
therapy*



In front of a bully, the truth shall set your teeth free. ~anonymous~

June Minutes 2003

The June Lincoln Sky Knights meeting was called to order at 7:30 by President Neal Rohrke. Bob Schwab presented the treasurer's report, reporting that property taxes are up, and we still have numerous delinquent membership dues and runway funds. A motion to approve his report was made, seconded, and passed. A motion was made to accept the May minutes as printed in the Clanking Armor. The motion was seconded and passed. Rich Boelts presented the VP/CD report, stating that most event dates for this year have been set. Please see event calendar for event dates. If you would like to CD an event, see Rich.

Old Business: The grass runway committee left an initial report on research toward improving the grass area of runway. Expect more discussion next month.

New Business: The Lincoln Skyknight meeting for July has been changed from July 4 to July 11. Liability problems at the south field were discussed. Rich Kuenning made a motion seconded by Don Svoboda to drop the insurance at the south field and to notify the landowner and AMA. Motion passed. It was noted that the clubhouse had been found open on some occasions. Please lock the clubhouse doors and close the gate if you are the last to leave.

New members: Cole Johnson, Scott Matthews and Justin Handa. Welcome to the club!

Model of the month: Glen Lau brought an F4U Corsair and Loren Blinde brought an EPP foam combat flying wing. See attached article.

Meeting was adjourned at 8:12.

Bernie Smith,
Secretary, Lincoln Sky Knights

Models of the Month

July 2003

Glenn Lau brought his Kyosho F4U Corsair ARF in to share with us. This aircraft features a fuselage,



Doc Lau positions his new Corsair on the SHORTEST carrier deck I've ever seen!

inner wing, cowl and dummy radial engine all made of gel-coated fiberglass. This bent-wing bird sports a 58-inch wingspan, an O.S. 46 engine, with an advertised weight of 6 to 7 pounds. Glenn chose the fixed gear over the retract landing gear option. This airframe is just a stepping stone; if its flight characteristics are positive, watch for a larger scale Corsair in Doc's hanger.

Loren Blinde got the attention of many of the LSK members with this 'claimed-to-be' crash-resistant electric flying wing, called the XE2 from Combat Wings. This kit came to Loren's attention as one of the sponsors of the recent Midwest Soaring Challenge. The 48-inch wings are made of a 'rubbery' foam called EPP (Expanded Polypropylene) with carbon fiber spars. It uses an inexpensive speed 400 motor, speed control and 8-cell 1100ma NiCad battery pack. Check out their web site (www.combatwings.com) to see the video of the XE2 bouncing off a chain link fence multiple times.



Loren shows off the XE2. In simplicity is found elegance.

A young guy in an F-16 fighter was flying escort for a B-52 and generally being a nuisance, acting like a hotdog, flying rolls around the lumbering old bomber. The hotdog said over the air, "Anything you can do, I can do better."

The veteran bomber pilot answered, "Try this hot-shot."

The B-52 continued its flight, straight and level. Perplexed, the hotdog asked, "So? What did you do?"

"I just shut down two engines, kid."

Enter the LSK Pattern Contest!

The annual LSK Pattern Contest will be held on Sunday, July 27. Registration starts at 8AM, flights will start around 10AM. Pattern schedules can be found in a box on top of the fridge in the clubhouse or on the LSK web site. I encourage pilots of all skill levels that wish to improve their flying to attend.

A pattern contest is not just about determining rankings. A pattern contest is a good way to challenge yourself to become a better pilot. You'll obtain a lot of positive feedback on how to improve your flying, and I guarantee that by the end of the day you'll learn something that will significantly improve your flying.

Pilots new to Pattern are often intimidated by the contest; worried that they won't remember the pattern or they can't do the maneuvers. No worries mate! You get a "caller" who tells you the next maneuver so you don't need to memorize the pattern! Not only that, your caller can coach you on the pattern, tell you when to start or stop a maneuver, or anything that

"I guarantee that by the end of the day you'll learn something that will significantly improve your flying."

might be helpful...find a good flyer to call, and you'll fly good. I'd bet that nearly everyone in the LSK club could fly the Novice pattern without a problem. It is basically just a Loop, Roll, Stall turn and Immelman (1/2 loop with 1/2 roll after the loop.) Don't worry if you can't do the maneuvers perfectly...everybody started the same place.

While you could enter the contest cold, I'd suggest that you at least become familiar with and run through the pattern a couple of times before the contest (with a caller, if you can find one). Need help? A "special" help session will be held on the day before the contest (Saturday, July

26.) In addition, the "pattern clan" is willing to offer help at any time. Most of you know who we are; if not, ask me, and I'll point out some others.

Hope to see you there. John.

Math illiteracy affects 8 out of every 5 people.

The New Tee Shirts Are Here!

We now have a fresh batch of tee shirts with the official LSK logo silkscreened on the back along with a smaller logo over the front pocket. Sizes available are L, XL and XXL in gray, dark blue, dark green and red. Order yours now while quantities last. They are \$15.00 over the counter and \$18.00 shipped. Contact Tom Wild at 489-7216.



Skunk Works: Watch Out!

You may have noticed it, and wondered what caused this odd pile of dirt to form on the northwest corner of the clubhouse; well now we know. A full-grown momma skunk has been seen waddling across the parking lot along with little baby skunk noses peaking out from under the clubhouse. It is not known if this family has vacated their summer home but to be on the safe side watch your step while heading for the outhouse.

Optimist (op' te mist) n.m./: 1. A man who owns a Yugo with a trailer hitch.

Cessna model AW Shines Again!

By TW

It's been 74 years since this aircraft could call itself factory fresh but it can *now*, with the help of a crew of volunteer Cessna employees.

In the June 2002 'Clanking Armor', we showed you pictures of the 'AW' in the works. Here are some pictures of the final results, courtesy of a family member among the volunteers.

Although flight-worthy, it is frustration personified to know this bird will never fly again but will spend its days on corporate display. Come on Mr. Cessna CEO, how about we just run the

won't hurt anything. Maybe just get the tail off the ground a bit...

A close up gives a good idea of the quality of this restoration. Note 'operating room' cleanliness of the workshop. Inset: Instrument panel. Plenty of room for that GPS...or an HDTV for that matter!



engine some to see how it sounds. A little taxiing



The Grand Island Modelers held a special Open House on June 16th to dedicate their new field. Three LSK members made the short drive to GI to help celebrate. The open house had good attendance with over 100 planes and 40+ pilots. One of every type of plane could be found, including an enormous 50% scale Cub. GI's new field offers a 175x650 foot runway, ample pits and parking, sun shelter, clubhouse, observation deck and more. Future GI plans include expanding the runway even more and enlarging an existing pond for floatplanes. If you are in the neighborhood, pay them a visit. Travel west on I-80 to the Alda exit (6 miles past the second GI exit.) Take the Alda exit and travel North about 7 miles... you can't miss the field.

Don't Try This At Home

In his book, "Sled Driver," SR-71 Blackbird pilot Brian Shul writes: "I'll always remember a certain radio exchange that occurred one day as Walt (my backseater) and I were screaming across Southern California 13 miles high. We were monitoring various radio transmissions from other aircraft as we entered Los Angeles airspace."

Though they didn't really control us, they did monitor our movement across their scope. I heard a Cessna ask for a readout of its groundspeed.

"90 knots" Center replied. Moments later, a Twin Beech required the same. "120 knots," Center answered.

"We weren't the only ones proud of our groundspeed that day...As almost instantly an F-18 smugly transmitted, "Ah, Center, Dusty 52 requests groundspeed

readout." There was a slight pause, then the response, "525 knots on the ground, Dusty". Another silent pause. As I was thinking to myself how ripe a situation this was, I heard a familiar click of a radio transmission coming from my backseater. It was at that precise moment I realized Walt and I had become a real crew, for we were both thinking in unison. "Center, Aspen 20, you got a groundspeed readout for us? " There was a longer than normal pause...."Aspen, I show 1,742 knots" No further inquiries were heard on that frequency.



Commemorative Air Force Ju-52 flying over Fredrick, Maryland, and (inset) on the ramp in Fairmont. It cost extra to have EXACTLY the same weather in Fredrick and Fairmont.



Delta Airlines recently introduced a special half-fare rate for wives accompanying their husbands on business trips. Anticipating some valuable testimonials, the publicity department of the airline sent out letters to all of the businessmen who used the special rates marked 'ATTN: Spouse', asking how they enjoyed their trip.

Responses are still pouring in asking, "What trip?"

Lincoln Sky Knights
PO Box 83605
Lincoln, Nebraska 68501-3605

2003 LSK Officers
President: Neal Rohrke
VP/CD: Rich Boelts
Treasurer: Bob Schwab
Secretary: Bernie Smith



Editors,
Dave Brazee 464-4830
dabraze@juno.com
Tom Wild 489-7216
Webmaster,
John Willman
<http://www.acsmagnum.com/LSK>

WHO TO CALL FOR HELP!

| | |
|----------------------|-----------------|
| Rich Kuenning | 464-3256 |
| Dave Reiber | 483-5696 |
| Shane Zikmund | 489-4582 |
| Joe Moritz | 476-5922 |
| Tom Hefley | 423-8075 |
| Ron Vogel | 466-0031 |
| Neal Rohrke | 786-5477 |
| Mike Yearly | 475-1609 |
| Dave Brazee | 464-4830 |

**PLEASE REMEMBER!! IF YOU ARE
THE LAST PERSON AT THE FIELD
IN THE EVENING, PLEASE BE
SURE THAT THE CLUBHOUSE
AND THE GATE ARE LOCKED!!!!**

UPCOMING EVENTS

| | |
|----------------|--------------------------------|
| July 11 | Club Meeting |
| July 27 | Senior Pattern Contest* |
| Aug 1-3 | Tecumseh Jet Scramble |

***See article, page 3**

Inside this Issue! A month of Challenges!

| | |
|---------------------------------|---------------|
| Fairmont Air Show | Page 1 |
| Club Minutes | Page 2 |
| Model of The Month | Page 2 |
| Pattern! | Page 3 |
| Skunk Works and T-Shirts | Page 3 |
| Cessna AW | Page 4 |
| More Fairmont Pictures | Page 5 |