

THE CLANKING ARMOR

October 2003
Volume III, No. 9

PO Box 83605
Lincoln, Nebraska
68501-3605



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

OSHKOSH AIR SHOW 2003

Part I, by Ron Vogel

Club member Dick Britton, his wife Amy, Joan and I went to the Oshkosh Air Show on a tour sponsored by 55Plus (Bryan Hospital program for seniors) in conjunction with Fun Tours. The tour lasted six days from July 30 – August 4. Our itinerary was for two days at the Oshkosh Air Show balanced out (for those of us that were not “airplane nuts”) with stops at a movie filming site, couple of museums, a botanical garden, a city tour of Green Bay Wisconsin and other fine points along the way.

Our tour group met at the Airport Ramada Motel on Wednesday morning July 30th. Included in our group were two other Lincoln Sky Knight Club members, Dean and Gary Brockhoff. Loaded with 32 passengers and luggage our bus

Apologies from the editor: Due to forces of nature, my computer lost it's entire primary hard drive, including this month's entire newsletter. With the gracious help of co-editor Tom Wild, I was able to recreate a bare-bones newsletter in just a few hours. ONE IMPORTANT THING! Nominations for officers will be conducted at this month's club meeting. If you want to take a hand in guiding the club's future, please try to be present!

pulled out of the motel parking lot promptly at 7:45 heading for Des Moines Iowa for lunch. After a nice meal at the Machine Shed we pressed on to our first attraction at a farm near Dyersville, Iowa. This is where the “Field of Dreams” a baseball movie was filmed in 1988. Kevin Costner and James Earl Jones starred in this nominee for the Academy Award in 1989. The owners of this farm have kept this movie site very near the same as what it was during the filming. After the Field of Dreams we moved on to Dubuque where we spent the night at the Best Western Inn.

Promptly at 7:00 AM the next day our group left Dubuque for Oshkosh and arrived at the EAA Airventure 2003 air show site at about 12:00 Noon. Oshkosh every year hosts the Air Show that is the Mecca of Aviation, visitors travel from world over to meet there each summer. The statistics are: Aircraft on show 2,800, aircraft on display 12,000, Campers 40,000 and 1,900 international visitors. The statistics did not give the total number of visitors; but there must have been at least a million of them that swarmed there during the seven day show. The information I had said the first fly-in was at Milwaukee Wisconsin in 1953, and then it moved to Oshkosh in 1956, from there it was hosted by Rockford Illinois in 1959 and then finally in 1970 it moved back to Oshkosh.

In order to take the best advantage of the time we had before the air show, which was scheduled for 3:30, we headed for the main aircraft display at the AeroShell Square, where all kinds of old and new airplanes were could be seen. Some of the rare

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Lights Camera, ACTION!!!

By Roger Hinrichs

Is this Hollywood? I saw some spotlights shining up into the sky. No, it was the annual (k)night fly at the LSK field. This was the second night fly that I had ever been to, the first was long ago and far away on Superior St. The evening was beautiful with a gentle breeze from the south and a bright but not full moon. A nice crowd of people stayed around after the club meeting and I am sure there were some who came out just for the night fly. A total of six pilots entered the two competitions that comprised the evenings entertainment.

Different light systems were used by the 6 participants. Glow sticks were used by Loren Blinde flying his electric combat wing and by Brent Jensen with his Falcon type sport plane. Electric light bulbs were used by Wilson Hardy in his powered glider and Tom Wild in his Sig Kaviler. Both planes were built with lights inside the wings. Wilson also had lights on the tips of the wings and stabilizer that blinked like a “real” plane. Tom had 2 rows of lights along the spar of his wing with the lights forward of the spar scrolling marquee style with the speed of the scrolling adjustable with switches. He also had a light trailing about 18” behind the plane, many referred to it as a firefly. Tom Hefley used a Lazy Bee, naked of lights and relied on fellow club members to shine spot lights on his aircraft. A new participant to the (K)night's activities was Dave Franzen flying his electric “Bashed Max” using ultra violet light emitting diodes shining light onto his wing and tail surfaces painted with florescent paint. His plane may have garnered the most interest and questions from the crowd (see feature article and picture on page 2~Editor~).

After a couple of test flights while we were waiting for it to get darker, the competition began with a timed flight. The pilots were to fly their plane for as close to three minutes as possible. They were timed from the moment the wheels left the ground, or the plane was thrown, until the plane touched the ground. The only timing allowed, other than that going on in the pilot's minds, was by the timekeeper which just happened to be me. The results were as follows.

Brent Jensen (winner)	2:58.11
Loren Blinde	2:54.27
Dave Franzen	3:15.56
Tom Wild	2:37.05
Wilson Hardy	2:29.31
Tommy Hefley	1:57.09

(continued on page 4)

September Minutes 2003

The August Lincoln Sky Knights meeting was called to order at 7:30 by President, Neil Rohrke. Motion was made to accept the August minutes as printed in The Clanking Armor. Motion was seconded and passed. Treasurer's report was given by Bob Schwab, who reported that many members have gotten caught up with dues and runway fees. Members who do not pay the runway fee this year will owe fifty dollars next year. Twenty-three names were deleted from the club roster. Motion to accept was made, seconded, and approved. VP/CD report was presented by Rich Boelts. Rich reported that the Don Neil meet had five to six participants. All pilots that flew were from out of town. Tom Hefley mentioned that indoor electrics start Sunday September 7 at the Calvert Recreation Center with normal flying hours being from 5:00 – 7:00. On Wednesday September 10th from 6:30 til sunset the Lincoln Amateur Radio operators club will meet at the LSK field. They really enjoy watching everyone fly. Tom Wild will be running the night fly after tonight's meeting.

Old Business: By vote of the Lincoln Sky Knights, involvement and insurance of the south field will cease and the owner will be notified. Starting January 1 the gate at the Waverly field will be locked and only members in good standing will have the combination. (see 'President's Statement, page 4 ~Editor~)

Lincoln Sky Knights are proceeding with the runway asphalt overlay. Delmer Dormer is heading a construction crew to repair our gate.

New Business: Grass runway report: Our well was tested and is 54' deep and has enough water to water our fields. The Lincoln Sky Knights will purchase a new pump and irrigation system. This is being funded by a number of LSK members who will be repaid by the club. If you would like to invest, contact Glen Lau. It was moved and passed to install a cable fence along the west ditch to impede entrance. Reminder, officers for the year 2004 will be nominated at the October meeting. Now is a good time to think about who you would like running your club.

New members: Cliff Smith rejoined after a number of years out of the club. We look forward to seeing Cliff and his grandson, Ryan at the field soon. Danny Makinja was also voted in as a new member. Welcome to the club!

Model of the month: Wilson Hardy brought his Kinetic Energy. It's a kit that a college buddy designed with a new Irvine .25. Wilson says it flies great, but he hates the way it looks. Meeting was adjourned at 8:10

Bernie Smith,
Secretary, LSK

Bashed Max

By David Franzen

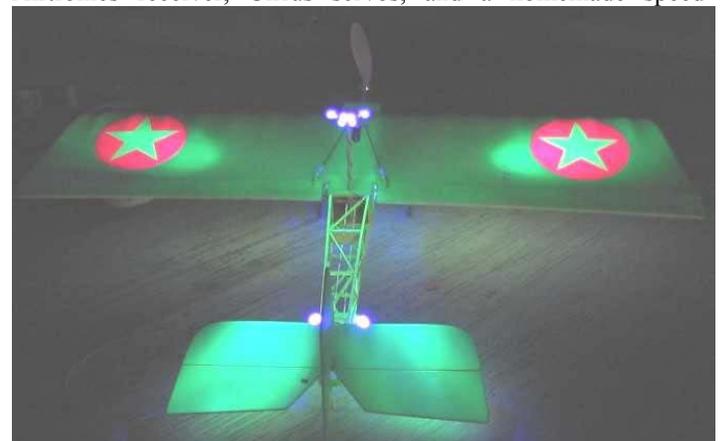
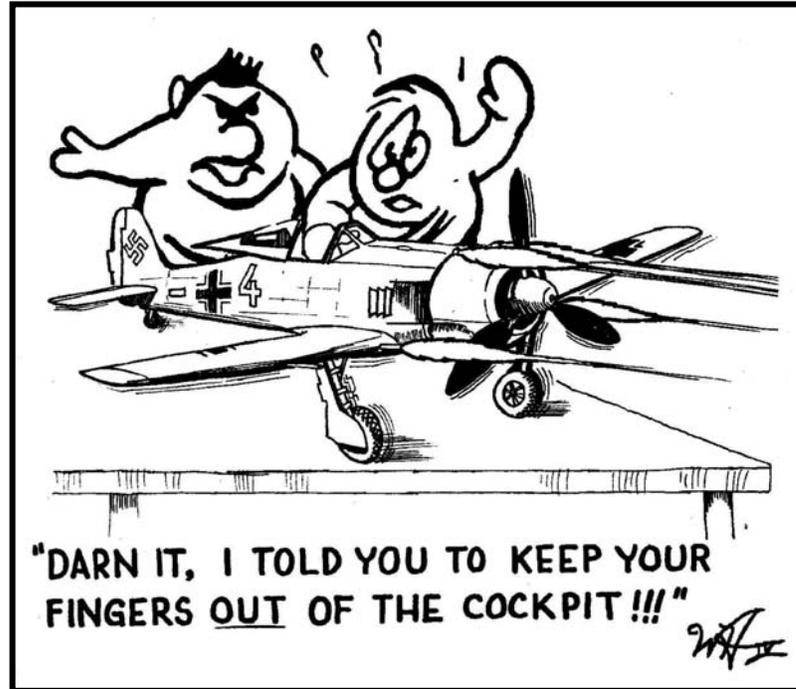
This airplane started its life as a Wattage Crazy Max but after being disappointed in its durability (all thin foam) I decided to improve it and rename it "Bashed Max". So I threw away the fuselage and tail and rebuilt them from scratch. I mostly kept

the dimensions although I did increase the area of both tail surfaces and also increased the control surface percentage. I lowered the wing mounting to get more axial rolls. The fuselage and tail are now all balsa. I kept the original foam wing.

It will be powered by a Multiplex 280BB brushed motor, although at the night fly it was powered by an ultra-cheap 280 motor that did not have sufficient power. My cheapo-370 motor (the stock Crazy Max motor) burned up on

the Monday before the night fly. If all goes well the 280BB will make it fully aerobatic again.

I use a single 3 cell Li-ion battery for all power. It has an Airtronics receiver, Cirrus servos, and a homemade speed



controller.

The speed controller has a regulator on board to supply power for the receiver and servos.

Justin Handa gave me the idea for using fluorescent paint and ultraviolet LEDs. So I ordered some UV LEDs off of ebay and bought fluorescent Rustoleum. I painted up the plane and mounted 10 UV LEDs in various spots to try to illuminate everything. The LEDs draw about 180 mA total. This seems like a lot, but in comparison to the 5 to 6 amps the motor draws, it's minimal. I estimate I'll get 12 to 15 minute flights.

Statement from the President

One of the most important parts of being an officer of the LSK is to make sure that all business conducted by the member of the club is based on the facts.

In the case of AMA insurance there are more facts that need to be presented to the members. I must note that this is only a statement of the facts, as I know them at this time.

On July 9, 2003 I took the opportunity to have a personal meeting with members of the staff of the AMA. The intention of the meeting was to get a clarification of AMA insurance requirements for flying sites.

I was fortunate in that Lois Pierce (AMA Club Secretary) and Carl P. Maroney (AMA Special Services Director) were available as the NATS were in progress.

The following information is applicable to ALL flying sites that are insured through the AMA:

- The flying field needs to have a gate that is locked when no members are at the field.
- The field shall have a sign at the entrance visible and legible to all who drive in the gate that says the following: "This Model Aircraft flying site is for members of the LSK or their invited guests that are AMA Members only". Any Model Aircraft Flying at this site is trespassing unless you are a member of the AMA and LSK in good standing.
- The LSK is responsible for keeping the Gate locked as well as keeping the sign up.
- This information will need to be posted in the local hobby shops. Information will also need to be published in the LSK meeting minutes.
- The owner of the property needs to be an AMA member.
- AMA insurance will cover only LSK/AMA members that are flying on an AMA insured field. Our club is not liable for non-club members and non-AMA member's activities.

The LSK is responsible to make sure that each field that the club members use meets the above criteria as well as making sure every effort is made to keep non AMA/LSK modelers from using the facility. This must be a good faith effort on the club's part.

Example: If we as a club do not make an effort to lock the gate and put up the proper signage and there is a reason to go to court and during a deposition one of our members would say, "Oh we always let old Joe fly without an AMA Card" or "old so and so always has a few beers before he fly's" the LSK is Liable and we are on our own. *The AMA will run like hell.*

In conclusion:

LSK is not responsible for Non AMA/LSK members that are flying on a non-AMA/LSK field.

LSK has the responsibility to make every effort to follow the AMA flying field requirements at club fields and to enforce the AMA rules to the best of our ability.

(Lights Camera Action!! continued from page 1)

There are 2 things I wish to mention about the timed flight. One, Brent Jensen's flight ended with a dead stick landing. Not to be desired even with the sun shining. Two, Tom Hefley's flight of his Lazy Bee deserves kudos based on the fact that the plane was illuminated with 2 hand held spot lights and it appeared to this novice to be quite a handful to fly. The second event was the timed flight strafing run where the pilots were timed from wheels off the ground until they popped one of two balloons that were tied to sticks in the middle of the runway. Not as easy as it sounds, except for Tom Hefley, as you can see by the fact only two people managed to pop a balloon with their plane and Brent crashed, but only after oooohing and aaaahing

the crowd. Loren managed a touch-and-go with his combat wing before finally aborting his attempt. Other non-contest related balloon popping was taking place but that's another story. The results were as follows.

Tom Hefley (winner)	0:09.81
Wilson Hardy	1:03.75
Brent Jensen	Crashed
Loren Blinde	Aborted
Tom Wild	Aborted
Dave Franzen	Withdrew

A big "nice job" needs to go to Tom Wild for organizing this years (k)night fly.

(Oshkosh, continued from page 1)

airplanes we found there was a Ford Tri-motor (a late 1920s airliner known as the "Tin Goose"), a C-121 Lockheed Constellation, a replica of the Hughes H-1B (the cross country racer Howard Hughes flew to a transcontinental record in 1937), a Polikarpov I-16 (a Russian 1933 monoplane fighter) and the Orbus DC-10 "Flying Eye Hospital". Another really interesting aircraft was a Boeing 307 Stratoliner (the first pressurized cabin airplane that flew commercially in 1940's). After admiring the many airplanes at AeroShell Square we moved on to the Vintage Camping area where we saw some beautifully restored older vintage airplanes. What we saw was worth the extra hike. We saw a very rare Bushmaster Tri-motor (modeled after the Ford Tin Goose) of which only two were built, a 1932 Sikorsky S-38B twin engine amphibian along with the S-39 single engine amphibian (both of these planes were used to explore Africa in the 1930's), a mint condition Stearman 4E and a number of other old beauties that I could not identify. At this point the loud speakers announced a warning of a coming thunder storm, so we

hurried back to the bus just beating the hard rain by minutes. We sheltered in the bus until the downpour ended 30 minutes later.

After the rain we rushed back to the flight line for the air show which had been delayed for 15 minutes. We took our chairs (Fun Tours had advised us to take) and found a good vantage point to sit and enjoy the air show in comfort. The air show presentation was a great display of aircraft aerobatics by Eddie Andreini (Stearman), Matt Chapman (CAP 232), Jimmy Franklin (Jet Waco), Michael Mancuso (Extra 300), Howard Pardue (Sea Fury), Dennis Sander (Sea Fury), Sean D. Tucker (Challenger II) and finally Patty Wagstaff (Extra 300). After the end of the show we walked back to the bus and after everyone was aboard our trusty driver headed for the Green Bay Holiday Inn in Green Bay Wisconsin for the night.

See next month's Clanking Armor for more on Oshkosh, and some of the fine pictures tha Ron & Co were abl tot take. 'Til then remember, keep the sky on the TOP side of your airplane! ~Editor~

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 Yearley	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

Oct 3rd	October LSK Meeting
Oct 4th	Fall Cross Country/ Float (or sink) Fly
Nov 1st	Halloween Fun Fly
Nov 9th	Combat! (Tentative)

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A month of Challenges!

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