

N.E. Kansas Blue Sky Squadron, Inc.

Smoke Screen

I.M.A.A Chapter #291

A.M.A. Charter #2826

<http://nekbssi.org/>

Pres: Vernon Nelson

VP: Mark Davidson

Secretary: Bud Park

Treasurer: Bill Miller

Safety: Don Regier

Editor: John Kauk

CD: Aaron Charest



Greetings, members. Our meeting is this Sunday at the field at 2:00. We have some very important things to talk about so please try hard to be there. So far the weather forecast is sunny and 5 to 10 from the south, so bring some planes to fly before and after the meeting!!!

Our September meeting will be moved up one week because of our fly-in. We also will be having a work day a couple of weeks before our fly-in and we will have both TV stations set for air time for our fly-in. I will confirm the dates with them and let you know when to bring your planes to the studio and field for photos and flying. Please plan to be around the week of our fly-in because we will need all your help. Jim Eastburn will have a knee replacement on the 22nd of this month, so we will miss his help and need others to pitch in.

We have been having some nice weather for flying lately and I hope you have been taking advantage of some of it. I have about 25 flights now on my Corsair and just love it!! Thanks to David and Bill Miller for that. Seems like we have a few more planes that need their maiden flight that are ready so keep an eye on the field camera. Seems like a couple of days at our field every time I looked up there was Sam Brown flying his Carbon Z Cub. Way to go Sam!!!



About 7 of us went to the fly-in in Lawrence where they had the National Model Aviation Day. We had beautiful weather to fly and we saw some jets fly there as well. We all had a great time with no crashes. This made my 10th fly-in I have been to this year and it's a good way to get information out about our fly-in. I have 6 more on my radar

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this summer, and I hope several of you will join me. It is fun to fly at other places and visit with other pilots.



Bill Miller flew the Beech 18 twice last week and looked soooo good!

Raffle tickets are now being sold at the hobby shop (Dee and Mee) for the T-28, Space Walker kit by Sig, and the 3D biplane model. There will also be some gift certificates you might win.

Have you sent in an article to our newsletter editor John Kauk about your flying experience or how you got started and where you are today? We would love to read about it.

Please remember to support you local hobby shop.

Vernon

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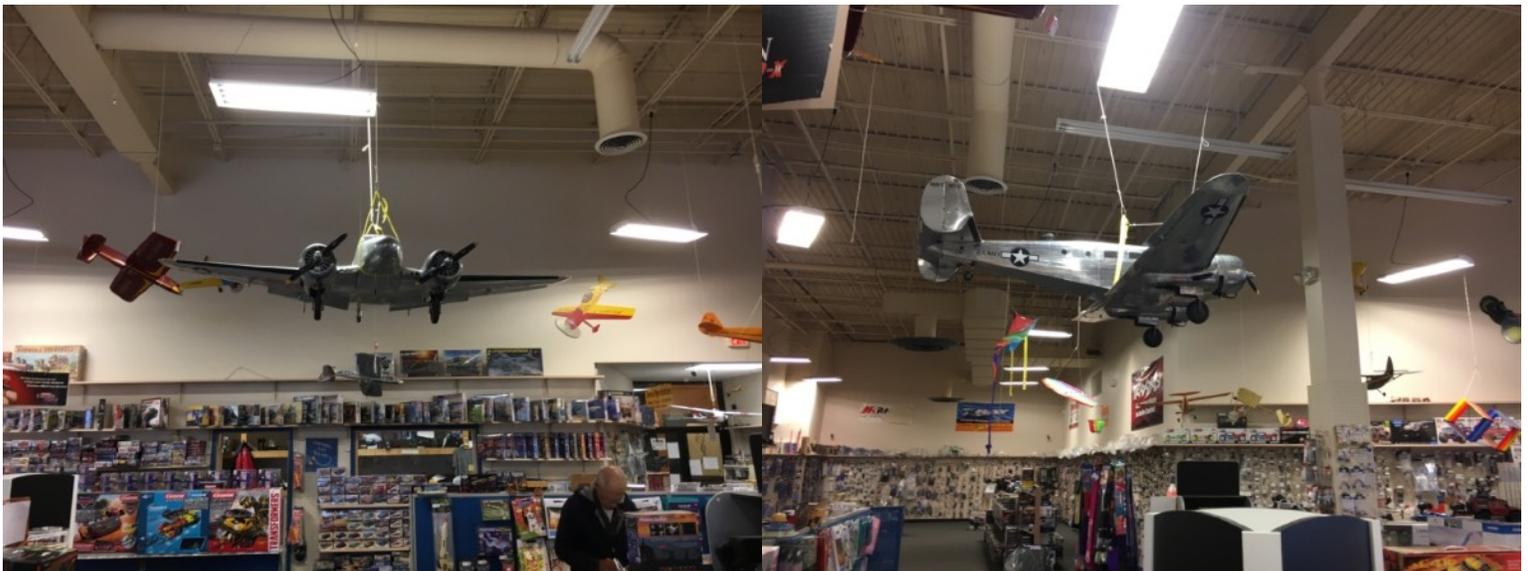
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John Dalton's Twin Beech 18

It is still hard to believe my buddy, John, is gone. We had big plans for traveling to various fly-ins; showing and flying our twin engine aircraft. But those plans all came to a sudden end. He really loved his twin Beech and he wanted it to go to someone who enjoyed it as much as he did. He told me, when he knew his time was limited, that he wanted me to have his twin Beech. What he said was... "Sorry to do this to you, but I want you to have my twin Beech, as long as you will fly it at least twice a year". I knew exactly what he meant by this. It is both a joy and a burden to own one of these large planes. They are difficult to transport and store. I told him that would be great as long as he didn't care if I hung it in the hobby shop when I needed the room. He agreed, so I had it moved to Dee and Mee so I could get a picture of it there to get his final approval. He was thrilled to see it hanging there and looking as great as it did.



John's Beech 18 hanging in Dee and Mee Hobby shop.

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This shows the tight fit in my shop and my van.

Well, now it came time for me to hold up to my end of the deal and fly it several times. I started by bringing it to my shop and examining it for problems and damage. I also worked on cleaning up some of the wear and tear on the plane and also changed out the radio equipment to Futaba, as it is my preferred system.



This is the Beech 18 apart getting repairs made and new Futaba receiver installed.

After setting up the moving surfaces to match the settings John used last, I was ready to find a good day and go fly. I went out on Wednesday, August 9th. After assembling the plane and doing a wiggle check, I discovered one of the flaps would go down but not back up. This was clearly a defective servo that worked fine the day before. I did a taxi and run up test on the runway, as well. I found that I needed to do a better job at

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syncing the motors at ¼ throttle. So I took the plane home to do my updates and repairs.

This is when I found something very strange. I first replaced the defective servo and moved to the other flap to replace its servo only to find the flap hinges had come unglued and it nearly fell out in my hands. I blame the bad servo on John trying to tell me to fix the other flap. If I had flown it, the plane would have surely crashed when I lowered the flaps.



This is the wing center section waiting for flap servo replacing. The picture on the right is the side where the flap fell off in my hands when I did the servo replacement.

After all the repairs and checking everything again, it was time to go fly. On Friday, August 11th, I met several club members, again, to fly this plane. It was a perfect day. Winds were 5-10 mph from the north, and cool, pleasant temperatures. I assembled the plane and had Dave Miller be my spotter/co-pilot for this flight.



The twin Beech was ready and the two Miller boys headed out to take off.

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I taxied the plane to the runway, turned it to the north and slowly added power to those big G38 motors. While riding the rudder to keep the plane straight, I saw the plane bouncing and wanting to fly. I slowly rotated the aircraft with a bit of elevator and the plane started its climb out. When the retracts were raised, I was amazed with the plane's good and smooth handling. The plane flies with a heavy feeling, turns slow and gently, and not much trim was needed. After about three laps around our field, I slowed the plane and tested the flaps to see what flight characteristics may change. The flaps only slowed the plane with no noticeable pitch change. On the fifth lap, I lowered the wheels and started to slow the plane for landing. Upon coming out of the final downwind turn, I lowered the flaps and pointed the plane down at about 15 degrees. I lowered the throttles to just below ¼ throttle. When the plane crossed the runway threshold I continued to monitor my speed as my altitude dropped. When the plane was about 15 feet off the ground, I slowly lowered the throttle and monitored the plane's descent. At about 3 feet off the ground I chopped the throttle and watched as the plane settled in on the runway for a perfect landing.



The twin Beech is lined up for final and the roll out after a perfect landing.

I taxied it to the pits and gathered myself a bit and then went out and did it all again just to see if this thing would really fly as well as it did the first time. Yes, the second flight was just as perfect as the first one. Great job building this thing John!

As John would always do after a flight, I followed suit and called Ann. I wanted her to know John's Beech had been in the air with a successful flight. She appreciated the call. John was looking out for me and I think he would have been proud. I plan on flying it a few more times before our fall fly-in.

Hope to see you at the flying field soon.

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Here is the twin Beech being taxied back to the pits after a near perfect flight.