

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: Sam Brown

Safety: Don Regier

Editor: John Kauk

CD: John Dalton



President's Column

Greeting Pilots, Flying season is in full bloom and everything is green. We had a great turn out for our work day at the field a few weeks ago and got a lot done. Thank you to all who helped. It was great to see Darrin Nesmith's giant new plane with the powerful DA 120 for power get its maiden flight. Darrin has been flying it regularly since. Bill Miller got the maiden flight on his 310 in and all went well. Jim Morgan has a nice new Fokker WWII plane ready for its maiden flight also. Nice to see some of the snowbirds coming back.

We had a great turn out from our club members attending the Jayhawk Open Fly-in. Nice weather brought out plenty of planes and spectators. Jayhawk Model Masters are having their electric fly-in this Saturday, May 14 so plan to attend this fun event too. Wayne Hittle will surely have the biggest plane there with his 40% beast!!! I think over half of our club members have a electric plane now in their arsenal. Mark June 25th for the Lawrence float fly. The Float-fly is held at Clinton Lake boat ramp #7 in the Bloomington East Campground. Float planes take off and land in the water, and fly over a sheltered area of Clinton Lake. Also 6/4/2016 - 6/5/2016 -- Paola, KS (C) HEART OF AMERICA FLOAT FLY.

Riley County Fliers will be June 5 (Sunday) and is a fun fly-in several of us attend.

Our Open Fly-in will be June 18. We will have a set up day a few days before. We will have to get all the picnic tables and grill out, along with the tables for food and registration. We will have WIBW do a segment on our planes Wednesday, June 8th at 3:30, so we need some planes set up in the parking lot like we usually do around 2:30. It will be aired on the following day, the 9th.

The addition of the control-line circle at the field seems to be going well. We will have Jim Lee do a little demonstration at the fly-in. Our meeting is this Sunday the 15th at the field at 2:00. If it's raining we will have it in the barn where our equipment is. Should be decent weather if its not raining to fly on our meeting day.

Vernon

N.E. Kansas Blue Sky Squadron, Inc.

Smoke Screen

I.M.A.A Chapter #291

Pres: Vernon Nelson

Treasurer: Sam Brown

A.M.A. Charter #2826

VP: Mark Davidson

Safety: Don Regier

<http://nekbssi.org/>

Secretary: Bud Park

Editor: John Kauk

CD: John Dalton



Control line flying at the Blue Shy Aerodrome!



Jim Morgan's new Fokker DR-1 Triplane.

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: Sam Brown

Safety: Don Regier

Editor: John Kauk

CD: John Dalton

Vernon mentioned the big work day out at the field. In addition to painting and repairing the fence and a few of the starting carts, a crew also took down the old impound building while a few others repaired the flight station fences. Photos below show some of the work in progress.



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: Sam Brown

Safety: Don Regier

Editor: John Kauk

CD: John Dalton

Bill and Wayne's Cessna 310 Project Update

Bill Miller and Wayne Hittle's Cessna 310 build projects started in October 2012. They have both completed the build and on May 5, 2016, Bill completed the maiden flight of his aircraft.

After the build was complete, Bill spent countless hours reviewing and documenting his plane and testing and modifying his custom built gear door sequencer. Time was spent admiring the completed plane in his shop and dreaming of its first flight. The amount of anxiety over the first flight is hard to explain unless you have built a plane of this size and complexity. Bill did come to the point that he was done looking and wanted to see this thing fly so he used his Spitfire and Pitts as training models to get himself ready for the big day.

Bill also wanted to get photos of the planes at Billard Airport in a simulated real aircraft photo shoot. John Kauk was nice enough to do the picture taking and we all met there on April 23rd.



John Dalton also brought his restored D18 Twin Beech Craft so we could have a picture of all the big twins in our club.

After the picture taking, and after flying my other planes, it was time for the test flight of my Cessna 310G model. Bill contacted Gary Rauckman, President of Jayhawk Model Masters Club and got the green light to use their field for my first flight. Their field was preferred over our field due to minimum obstructions Bill could hit if he managed to get airborne and not gain altitude at a fast enough rate.

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: Sam Brown

Safety: Don Regier

Editor: John Kauk

CD: John Dalton



Bill preferred a 10 - 15 mph wind out of the west for the maiden flight, which was forecasted the night before. When he arrived at the Lawrence field, the wind was out of the north at about 10 mph. After setting up the plane, the wind was still out of the north, but less now. Bill didn't want to fly off the north - south runway towards the north because he felt it would not be a good thing to land on the north side of the road and have to cross it on the ground at a very fast speed. He felt this could have been destructive to the Cessna's landing gear. Bill stepped off the length of the runway from the road to the north end and decided he had enough room to land the plane there. So the plan was to take off on the north side of the road and land as close to the road as he could to have as much runway as possible to stop the plane.

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: Sam Brown

Safety: Don Regier

Editor: John Kauk

CD: John Dalton

At take off time the wind was less than 5 mph but it was time to do this. The first thing



Bill discovered on take off was the 44 lb. plane was not lacking power from the twin DLE30s and the wing design had incredible lift capability. The Bud Nosen instructions Bill and Wayne had, what little there were, said to let the plane try to come off the ground on its own before pulling back the stick and rotating the aircraft. This is just what Bill did and to his surprise it happened very quickly with about a 200 feet of roll out. The airplane rotated and climbed out at about a 45 degree angle. Bill let it climb to about 150 feet before lowering the climb angle. To see this plane climb and fly like it was a 25 lb plane was awesome. Bill only needed a bit of down trim to level things out. He flew several laps around the field to get the feel of its handling and again was amazed. The next thing on the list was to test the flap performance. So Bill climbed to about 300 feet and started the test; first, half flaps then full flaps. It ballooned up badly to a near stall. Bill then retracted the flaps and maintained control. What didn't dawn on him at the time was that he had forgotten to throttle back to a reasonable flap speed. About at that time his transmitter made an unusual beep, and he told John Dalton, "It's time to land this thing." Bill says, "For the record, the beep was because I touched the radio's key pad; I forgot to lock it. Hey, it wasn't on the pre-flight check list... it is now."

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: Sam Brown

Safety: Don Regier

Editor: John Kauk

CD: John Dalton

Bill lowered altitude and set up on final approach. Again, the plane was performing with great control and smoothness. Bill continued, "I aborted my first landing attempt



because I came in too high and hot and I thought I was going to run out of runway. On the second attempt I was going to land short and be to the south of the road, which I didn't want to happen. I pulled up to try to miss the road and the plane stalled and the plane hit the ground hard on all three wheels and bounced up, I throttled up to go around again. On the third and final pass the airplane touched down on the north edge of the road just past the crest I wanted to avoid. I throttled back and rolled about 300 feet to a stop, perfect landing."

"I was very pleased with the flight, but I noticed the plane seemed a bit tail heavy which made the elevator a bit touchy at slower speeds. Also, the motors seemed to act flaky when in the air. I'm thankful I had my pal, John Dalton, at my side but there was definitely an additional copilot watching over me. A lot of prayers were said leading up to this test flight."

Now, it's move on and get it ready for the next flight. Bill completed a safety inspection of the airframe and removed the nacelle covers for motor and mount inspections. While it is in this condition he's going to replace the DLE carburetors with Welbro

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: Sam Brown

Safety: Don Regier

Editor: John Kauk

CD: John Dalton

replacements. This will improve his odds of not having an engine failure in flight. He also added .75 oz of lead to the nose to move the C.G. just a bit on the nose heavy side.

Bill said, "I do want to thank Wayne Hittle for partnering with me on building these planes. His expertise on fiberglass and other things were a key factor for completing this 310 build project. Also, special thanks to John Dalton for lending a hand and providing his expertise on giant twin airplane building and flying. Thanks, again, to John Kauk for all the static pictures and the flight pictures on maiden day. Also, a shout out to Vernon Nelson for videotaping the maiden flight and posting it to You Tube for anyone interested."

"This completes the final chapter of my 310 build project. I will inform you all when it is ready to fly again, can't wait."