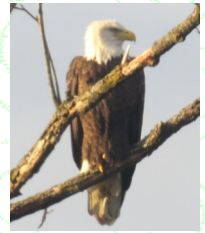




January 2020

<http://www.1056.eaachapter.org/>

https://www.youtube.com/watch?v=eMR6d_9GsCQ



EAA Chapter 1056 Livingston County Airport Unit C-2
3380 West Grand River Howell, Michigan 48043

PRESIDENTS COLUMN



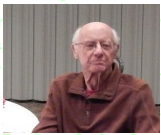
December Chapter 1056 Meeting Minutes



Calendar of Events

The next meeting will be Thursday, January 9th, Social hour begins at 6:00 pm, meeting starts at 7:00 pm

NO PRESIDENTS COLUMN THIS MONTH



I'm going to cancel Jan 9th Flying Club meeting. Next club mtg. Will be Feb. 13 (2nd Thurs of Feb). Happy New Year. See ya 1/9/20 at Chapter mtg

EAA Meeting 12/5/2019

President Mike Chekal opened the meeting at 7:18 following the normal hangar flying (bull session-some of which may be true). Food consisted of Mike's venison chili, pizza, and cookie bars. Thanks guys for contributing your dish.

Initial discussion:

Mark Wolf is no longer in the chapter.

Voted in to replace Mark on the board is Steve Aupperle

The Christmas dinner at Lakeland Country Club was another success. Toys brought went to Toys for Tots.

NOTICE:

January's meeting will be at Cleary's on
January 9th

President Mike Chekal (810) 599 6177 **Vice President** Jim Nye (517) 294 2815
Secretary Paul LaRue **Treasurer** Rick Hubert (517) 294 1393
Board Members Greg Lask (810) 599 8653 Steve Aupperle Tom Evanoff (517) 294 2538
Tech Counselors Carl Franz (586) 337 2229 Joe Skone (517) 546 9916
Flight Advisor Carl Franz

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Yankee Air Museum Page 7
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January and February's meeting will be at Cleary's pub, our normal water hole because it's much warmer there not to mention the spirits.

The presentation was given by Greg Lask. Greg played a "Flightchops" YouTube video on maneuvering speed and loss of control. Pilots continue to lose control at low speed resulting in the ultimate sacrifice. A discussion in the video by an airline pilot was about minimum maneuvering speed. A slow flight no slower than the speed of 1.3V_{so} plus the increase in speed needed to maintain flight at 30 degree bank is considered the minimum maneuvering speed. This is different than the maneuvering speed that private pilots recognize as the speed to use during turbulent conditions which is a published value determined by the airplane manufacturer. It is considered that speed which the aircraft can withstand while deflecting the controls abruptly to a maximum extent.

Whereas minimum maneuvering speed will result in safe conditions to prevent unintended stall or loss of control during normal flying.

Guest present: Jerry who has a 1939 Aeronca with both the airframe and engine in a dismantled state. He is considering his options on what to do with it.

Projects & Member news:

Mike Chekal: Has low compression on his new engine. Ran a borescope and found lots of lead buildup in one cylinder. Trying to figure out how to get the compressions back up. Meanwhile he is getting the itch to get a bigger and faster kit plane.

Kurt Immekus: Went to the Sandbar Mitchell fundraiser at Buffalo Wild Wings recently and it was a big success as it raised \$8100 for the project.

Steve Aupperle: Adjusted his prop with a greater pitch and he is happy with the increased speed that resulted. He also balanced his prop with the chapters new balancer.

Joe Skone: Recently (on Dec 10th) had heart surgery. Please keep him in your thoughts and prayers for a quick recovery.

Bruce Stoddart: His RV7 project has moved to the airport and is in Rogers old hanger.

Tom Evanoff: Alternator was leaking and a new seal has been obtained but not yet installed.

I believe Tom's alternator is directly bolted onto the engine as a direct gear drive.

As always...This newsletter is published in a .pdf format. If you can't open any of these sites directly, copy and paste them into your web browser

Interesting Sites To Visit

(

EAA Helpful Hints

<https://eaa.org/Videos/Hints-for-Homebuilders/Sheet-Metal/1277219627001> ([Low Budget Hydroforming](#))

<https://eaa.org/Videos/Hints-for-Homebuilders/Sheet-Metal/1200014906001> ([Riveting 101](#))

<https://eaa.org/Videos/Hints-for-Homebuilders/Sheet-Metal/820371239001> ([Flanging Lightning Holes](#))(

<https://eaa.org/Videos/Hints-for-Homebuilders/General/995217327001> ([Crush Washers](#))

Chapter Video's

January 2019

<https://video.eaa.org/detail/videos/chapters/video/5998235152001/january-2019-chapter-video-magazine?autoStart=true>

February 2019

<https://video.eaa.org/detail/videos/chapters/video/6008401006001/february-2019-chapter-video-magazine?autoStart=true>

March 2019

<https://video.eaa.org/detail/videos/chapters/video/6019534254001/march-2019-chapter-video-magazine?autoStart=true>

April 2019

<https://eaa.org/Videos/Chapters/6031538617001>

May 2019

<https://video.eaa.org/detail/videos/most-recent/video/6043380277001/may-2019-chapter-video-magazine?autoStart=true>

June 2019

<https://video.eaa.org/detail/videos/most-recent/video/6043384207001/june-2019-chapter-video-magazine?autoStart=true>

July 2019

<https://eaa.org/Videos/Chapters>

September 2019

<https://eaa.org/Videos/Chapters/6079704339001>

October 2016

<https://eaa.org/Videos/Chapters#.Xbr75SKwx6M.link>

November 2019

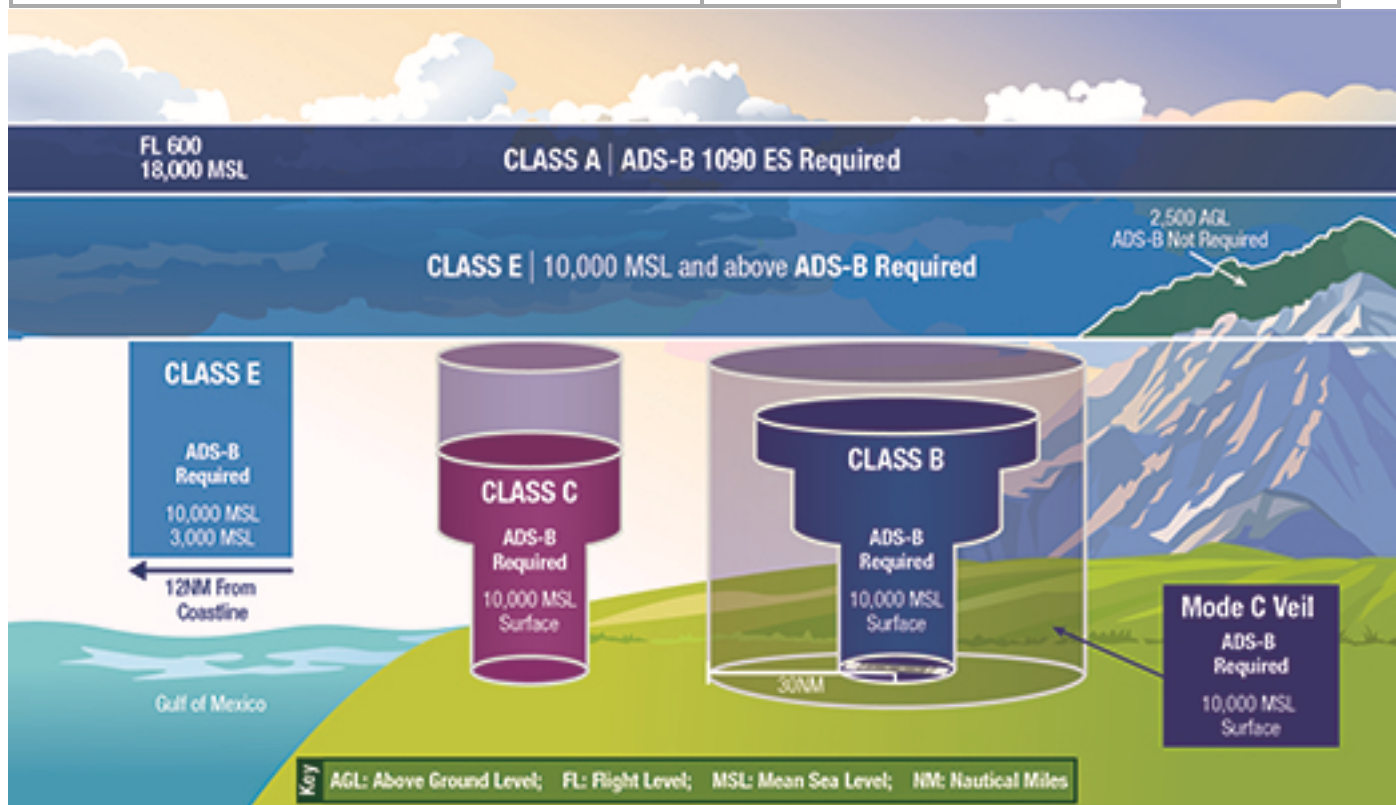
<https://eaa.org/videos/6099129438001>

Happy New Year

ADS-B IS HERE !!

If you fly in this airspace you must be equipped with ADS-B

Airspace	Altitude
Class A	All
Class B	Generally, from surface to 10,000 feet mean sea level (MSL) including the airspace from portions of Class Bravo that extend beyond the Mode C Veil up to 10,000 feet MSL (e.g. SEA, CLE, PHX)
Class C	Generally, from surface up to 4,000 feet MSL including the airspace above the horizontal boundary up to 10,000 feet MSL
Class E	Above 10,000 feet MSL over the 48 states and DC, excluding airspace at and below 2,500 feet AGL Over the Gulf of Mexico at and above 3,000 feet MSL within 12 nautical miles of the coastline of the United States
Mode C Veil	Airspace within a 30 NM radius of any airport listed in Appendix D, Section 1 of Part 91 (e.g. SEA, CLE, PHX) from the surface up to 10,000 feet MSL



Interactive ADS-B Airspace Map

[Download the Equip ADS-B Google Earth map](#) (KMZ) to look at the location of ADS-B rule airspace at your home base and where you fly. Pan and zoom to different locations and turn on the various capabilities the map includes:

- 3-dimensional depictions of rule airspace and airports
 - Overlays of ADS-B surveillance coverage — airspace where ATC can see aircraft transmitting ADS-B Out information at altitudes of 500', 1,500', 3,000', 5,000' and 10,000' AGL
- Need help? Watch the [Google Earth Demo video](#) and [take a look at the instructions](#) (PDF) for how to download and view the Equip ADS-B Google Earth map.

Winter Time Project

For those of you with nothing to do now that winter is here, here's a shop project that might prove useful . For those Cessna single-engine vertically challenged pilots here's a fold away stool that will also fit in the baggage area.

I've made a few of these. They're handy as a step stool to use around the house as well. They fold up by merely picking them up which makes them easier to store away.

The sides are made from plywood. I've used both 1/2 inch and 3/4 inch. The top is made either from plywood or hardwood. I've used up to one inch Poplar, Cherry and Maple. Your choice depending on how much weight they must support.

Hardware is 1 1/2 inch brass folding hinge. Home Depot 48 inch length around \$10.00. Mines took three lengths..



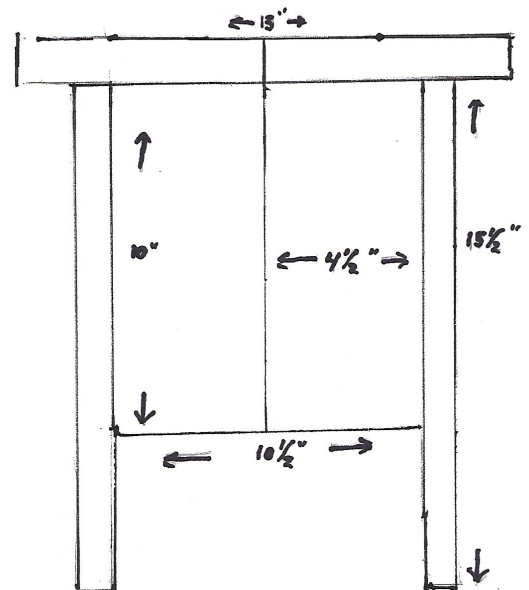
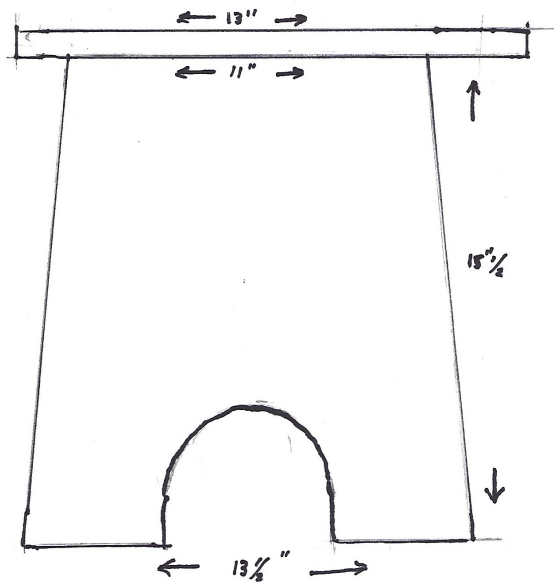


Side View



Front View

Bottom View
(Looking Up)





FATAL CROSSING



Based on the award-winning book *Fatal Crossing*, this exhibit explores the mysterious disappearance of Northwest Airlines Flight 2501 in the Michigan waters of Lake Michigan in 1950. With the tragic loss of all 58 people, this ranked as the worst aviation disaster in the country. The faces and stories of the victims and their personal possessions, later found floating in the lake, make this an emotional exhibit.

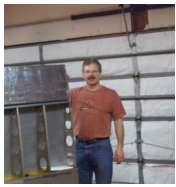
EXHIBIT OPENING JANUARY 11, 2020

A traveling exhibition organized by the Michigan Maritime Museum



Members Projects

Mike Tamm



Mike flies a J-3 Cub on floats. His current project is an RV-7A. Upper and lower cowlings are now installed

Greg Heckler



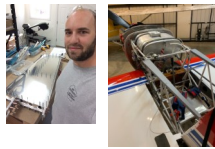
Greg's current project is a Vans RV-6A. Fiberglass Empennage tips and Instruments

John Peretto



John's current project is an RV-7. Presently Carl Franz and Joe Skone are helping. John just returned from AZ

Matt Cheely



Matt's project an RV-7., and a newly purchased DR-107 One Design. Just installed an instrument panel

Bruce Stoddart



Bruce's project is an RV-7A. The RV-7 has now left his garage and resides in a hanger at OZW



Jeff Kempf



Jeff is flying his last project, an RV-9A. His new project is a Bearhawk LSA. He's just finishing the annual inspection on his RV-9A

Rick Hubert



Rick is now working on his J-3 Cub. He's now finished and is in the process of re-assembling the J-3



Gary Konrad



First flight of my RV-7 was Oct. 4th. Terry Lutz was with me for insurance check-out. Including the 5 landings, we were up for 2 hours. The plane is doing just fine, 20 hours down, twenty hours to go till I can take my wife for her first RV-7 flight.



Jim Allen



Jim's project is an Acro Sport 1. Nothing new. We've been traveling.

Don Bunka



Don's current project is the ground up restoration of a Stinson 108. Just bought a 1947 Bonanza. New Instruments and wiring package. Had to purchase STC for installation. He's still chasing wires



Carl Franz



Carl completed an RV-6 and with partner Joe Skone, completed an RV-10. Recently flew formation flight for Moving Wall Memorial



Joe Skone



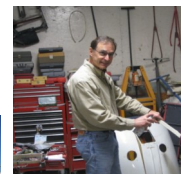
Joe finished an RV-10 with partner Carl Franz

Mark Wolfe

Mark completed his Rotorway Exec several years ago.



Jim Nye



Jim completed his RV-9A. He now has the Airworthiness Certificate and is enjoying the fruits of his labor.

Mike Chekal

Mike's project, a Zenith Zodiac 601. First flight was in August 2015 and final certification completed by November.



Paul Larue

Paul's current aircraft Sonex. Working with GRT to resolve inaccurate ADS-B in traffic. stressful. GRT says their might be a bug in the GRT version of the Stratux software I'm using



Steve Auperle

Steve's project is a Zenith CH 750 powered by a Viking 110 hp engine. Completed my 40 hours and am now flying with passengers. Flew to Mason Aviation Days last Saturday and had my plane on display for the first time. Looking forward to flying to Grand Haven in September for the fall col-

