

November 2013



# EAA CHAPTER 145

SINCE 1962



Martt Clupper

**Chapter Meeting: Saturday, November 9, 2013 – 10:00 am  
Riverview Airport (08C) in the Meeting Room**

The EAA Chapter 145 meeting for November will be Todd Trainor. He will be talking about the recovery of a B-25 Mitchell. This B-25 Mitchell was recovered north of Fairbanks Alaska, near the banks of the Tanana River. It was setting there since June of 1969.

See <http://www.sandbarmitchell.org/> for more info.

Todd is also the Director of the Aeronca Museum of History, See <http://www.aeroncamuseum.org/>



## INSIDE THIS ISSUE

- 1 Wild Cats
- 2 Balloon Boy
- 3 PRES. Corner
- 4 Website
- 4 Upcoming Events

## FM-2 WILDCAT Volunteer Opportunity

See: <http://www.wzzm13.com/video/default.aspx?bctid=2589186868001>  
and: <http://www.wzzm13.com/news/article/263841/2/Air-Zoo-restoring-WWII-plane-pulled-from-Lake-Mich->

KALAMAZOO, Mich. (WZZM) -- The Wildcat Fighter plane flew over 15,000 combat missions during World War II and was also used to help train pilots on Lake Michigan. Now an FM-2 Wildcat that crashed nearly 70 years ago is coming to the Kalamazoo Air Zoo.

Last year, the Wildcat was found in Lake Michigan by Taras Lyssenko, who is widely known for his skill in locating and recovering lost aircraft. Lyssenko has pulled up over 40 aircraft from Lake Michigan. Lyssenko says the FM-2 Wildcat had been lost in the lake since 1944 after it crashed during an aircraft qualifier training. The pilot was taking off on an aircraft carrier when the plane went over the edge. The aircraft carrier smashed into it and it landed 200 feet under the water, but amazingly the pilot survived.



When the plane was found it was in surprisingly good condition, although it looks like the

carrier ripped the tail off as it slid into the water, Lyssenko says. "It is in pretty good condition you can see some of the painted on markings its corrosion is not too bad."

Troy Thrash, CEO of the Air Zoo was also pleasantly surprised by the plane's condition. "When it was brought up wings were on and there was still air in the tires," Thrash says.

The Air Zoo's Flight and Restoration Center will be working on the restoration for the next five



years. The center has done restoration work on aircrafts found in Lake Michigan before. A group of workers, some who are volunteers, will begin the project in September or October. The first step in the restoration is to research the archives and see what is available on the market and what needs to be manufactured.

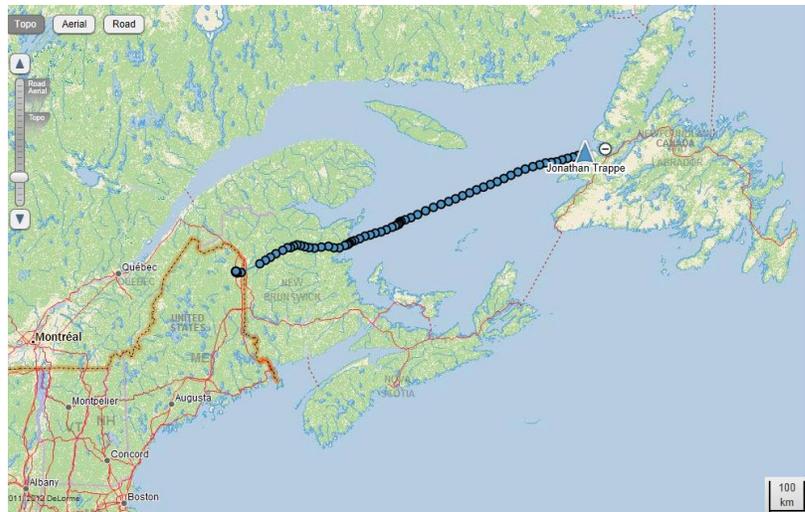
Thrash says the zoo is working on creating a way people can watch live streaming of the restoration process on its website.

The FM-2 Wildcat will look similar to the Grumman Wildcat that is on display at the Air Zoo. The Air Zoo reports that the Wildcat is a Navy plane that was one of the only U.S. fighters in operation from the beginning to the end of the war. The aircraft was approximately 27 feet long and had a wingspan of 38 feet.

**\*\*\*If you would like to volunteer on the rebuilding effort, contact Troy Thrash of the K-Zoo AirZoo for more of the details [tthrash@airzoo.org](mailto:tthrash@airzoo.org) or (269) 382-6555 \*\*\***

## Up & Down

<http://www.clusterballoon.com/>



Jonathan's preparation for trip: <http://www.youtube.com/watch?v=rMiYEMK1im0>

<http://www.avweb.com/avwebflash/news/Stability-Issues-Thwarted-Transatlantic-Attempt220592-1.html>

See related story: <http://bangordailynews.com/2013/09/12/news/aroostook/cluster-balloonists-dream-of-trans-atlantic-flight-ends-in-newfoundland/?ref=latest>

Jonathan Trappe didn't quite make it. On Sept 12, He attempted to cross the Atlantic Ocean using a cluster of balloons. Jonathan took off from Caribou Maine, and roughly a day later landed in Lark Harbor Newfoundland – a distance of 466 miles. He had difficulty maintaining a consistent altitude. He used a good amount of his ballast trying to maintain an altitude during those first hundred miles. Jonathan then calculated that he would run out of ballast and options while out over the open ocean, so he made the choice to make a safe landing rather than to proceed.

In 2010, Jonathan lifted off during Oshkosh , crossed over Lake Michigan and landed near Kalamazoo. For the story, see: [http://www.airventure.org/news/2010/100730\\_trappe.html](http://www.airventure.org/news/2010/100730_trappe.html)  
Also In 2010, he also floated across the English Channel, from the UK to France. Then in 2011, he crossed over the Alps, from France to Italy.

## PRESIDENT'S CORNER

The "reflections" from the Bonfire at Riverview last month were great. You may ask how can there be any "reflections" when there was no fire. The rain came at the end of the supper just when we were prepared to light the bonfire. However, EAA145 and the friends at Riverview have an internal flame that is hard to put out. The ample and delicious food was helped to provide a basis for a warm feeling. In fact one newcomer asked me "is the food always this good? If so I'll come back next year." So, after the meal the real "hanger flying" started and the hanger really heated up with all that hot air. This went on for a long time; after all it wasn't raining in the hanger. The spirit of aviation is alive and well at Riverview. Heartfelt thanks to all who contributed to the "reflections" last month. Dick

## HINTS FOR HOMEBUILDERS:

*Note: This hint is an excerpt from Chapter Two, Construction Tips/Practices, of Tony Bingelis' book Sportplane Construction Techniques, copyright 1986. Illustrations have been re-created.*

**A SINGLE BEND** up to 90 degrees is simple to make, provided the part to be bent is not too small and you have a solid heavy-duty vise and bending block with the appropriate radius. Making a second bend is more difficult, but the blocks illustrated will probably allow more options for bending than other types.

Bending blocks should preferably be made of steel or aluminum alloy if only small parts will be bent with them. I find the most practical size for my use is one approximately 8 inches long made of a piece of 1/8-inch aluminum alloy plate. Its width is 3 inches, although sometimes it seemed that a 4-inch width would have been better. It really depends on what size a piece of metal plate you can find in the junkyard. A piece of steel plate measuring 3/8 inches thick by about 4 inches square would be adaptable to most small bending jobs.

Prepare your bending block by grinding or filing a radius along one edge. You might consider preparing a different radius for each of the four edges. Unless you require some specific radius, I would suggest one edge to be radiused to 1/16 inch, another to 1/8 inch, and the remaining

## Making Bending Blocks

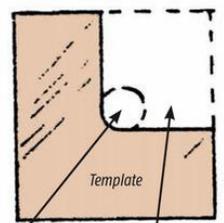
two to 3/16 inch and 1/4 inch. Make the templates shown to check your radii for accuracy (Figure 1). Punch marks on the ends of the bending block will identify which is which (Figure 2).

The most effective bending block will be one that has its edge beveled so that it will allow the metal to be bent slightly beyond the 90 degree point (Figure 3). Metal has a spring-back tendency. Beveled bending blocks will naturally be limited to only two different radii per block.

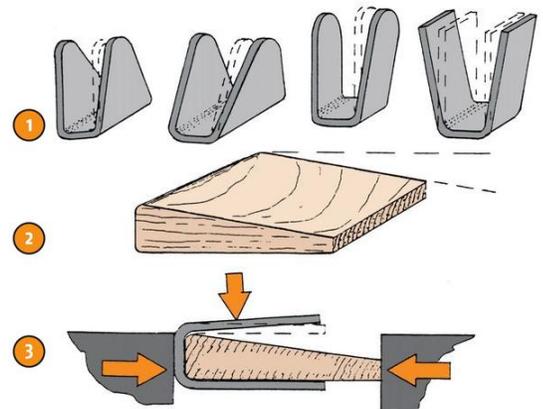
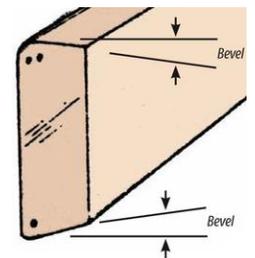
If, however, you need a bending block for only one or two bends in light metal, you may use a block made of hardwood. Using a wood bending block for making more than a few bends, however, will result in its radius becoming larger and larger because the wood will flatten slightly with each part bent.

Important reminder: Never make a bend in a metal part until its edges have been filed and/or sanded to a smooth finish. Saw and file marks certainly increase the risk of cracks—particularly in parts subjected to heavy load reversals and vibration. *EAA*

Figure 1



1. Drill hole for radius needed (1/8"-3/16"-etc.)
2. Cut away as shown
3. Use to check bending block radius



**USING THE BENDING** block tip provided, we can now show you how to use those to make U-shaped fittings. Also shown are ways to correct or make adjustments to get the perfect shape for the part you are making.

A. Bending blocks beveled: 90-degree bends possible.

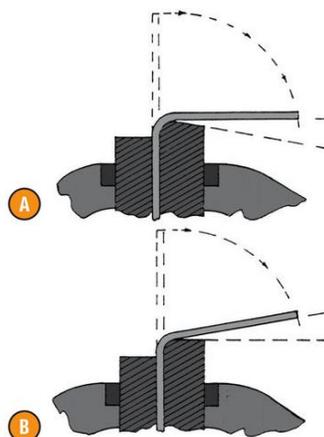
B. Bending blocks not beveled: 90-degree bends impossible.

If your U-shaped fittings turn out like these:

1. Make a tapered adjustment block.

2. Adjust them.

3. If necessary, turn fitting over and adjust opposite angle. *EAA*



## WEBSITE OF THE MONTH:

Christmas is coming up, so let your friends and family know about barnstormers website. Barnstormers has listings of just about anything a pilot would need. They have listings for kitplanes and factory planes, tools, general parts, engines, fly-in community land, and more. Put the hints out there, and maybe you'll find something nice under the Christmas tree.

**Note:** The end of the year is coming up, that means it's time to send in chapter dues. If dues are not paid by Mar 1<sup>st</sup>, you will be considered inactive and have the newsletter discontinued. Major upcoming expenses for the chapter are \$2400 (Hangar rent), \$470 (EAA National Registration), \$460 (Hangar Propane). Only the propane can be deferred.

## HANGER SPACE

The chapter hanger is available for anyone who has an aviation project to work on. We currently have a couple of possible projects for the EAA hanger. We may have room for more, depending on the size and donations. Contact Dick Foster for details.



## UPCOMING EVENTS

Nov 9	Riverview Arpt(08C)	Meeting - Todd Trainor - Recovery of a B-25
Dec	Riverview Arpt(08C)	Christmas Brunch

**If you know of events that should be on the event calendar, please e-mail them to me**

If you would like to be on the e-mail list for meeting and event reminders, or if you would like to receive the newsletter electronically, which is full color and delivered days before the print version... please send your e-mail address to:

[randall.houtman@dematic.com](mailto:randall.houtman@dematic.com)

### The 2013 Officers for EAA145:

President, Dick Foster  
(538-8849 [c172foster@gmail.com](mailto:c172foster@gmail.com))

Vice President, Bruce Whitman  
(897-9846 [bwhitmanpe@att.net](mailto:bwhitmanpe@att.net))

Secretary/Treasurer, Bob Swietek  
6962 Bridgewater Dr. SE  
Grand Rapids, MI 49546  
(676-2951 [airdale69@aol.com](mailto:airdale69@aol.com))

Newsletter Editor, Randy Houtman  
(913-5908 [randall.houtman@dematic.com](mailto:randall.houtman@dematic.com))

Website Editor, Bill Willyard  
([wgwillyard@att.net](mailto:wgwillyard@att.net))

### Treasurer's Report: (As of Nov 1st)

Liabilities: \$3500.00	
Cash: \$163.62	Checking: \$30.12
Savings: \$6539.52	Total: \$6733.26

### EAA CHAPTER 145 MEMBERSHIP APPLICATION / RENEWAL FORM

DUES ARE \$35.00 PER YEAR – JANUARY 1st to DECEMBER 31st

Name _____	Aircraft Owned _____
Co-Pilot / Spouse _____	_____
Address _____	Projects / % Complete _____
City _____	_____
State / Zip _____	Bring this form to the next meeting or mail to:
e-mail address _____	EAA Chapter 145 Treasurer
Home Phone _____	6962 Bridgewater Dr. SE
Work Phone _____	Grand Rapids, MI, 49546
National Membership # _____	