

CHAPTER 153



PRESIDENT'S MESSAGE

APRIL 2023

Hello EAA 153 members, guests, Schaumburg Airport users, Aviation lovers and pretty much anyone else,

We are happy to welcome you to our April Newsletter and to our upcoming presentation on April 14th at 7:30 in the lower level meeting room at Schaumburg Airport. We start to gather for casual airplane conversation beforehand, so maybe come early, like 7ish... We will have cookies, maybe brownies, coffee, water etc...

The presentation is '**Take a Ride in a Curtiss P-40 Warhawk and enjoy a (video) visit to the famous Planes of Fame Air Museum in Chino CA**' Ron Liebmann is our Warbirds expert and he will host the program. The whole meeting will be available either in person or on Zoom from the comfort of your own cockpit's lounge chair.

The March presentation by LifeLine Pilots was very interesting and the world is certainly a better place because of their organization's generous pilots. We all thank them!

After the presentation, we will go around the room for builder's reports/flying stories/show and tell items you brought.... It is nice to see the progress on the homebuilt airplanes and antique restorations!

One of our hard working members would like to help more and serve on the board, so at the April 14th meeting we will do a quick vote to nominate and vote on Randy Gautier. He is very driven and has much technical expertise!

At Chapter 153, we like to enjoy aircraft, learn about aircraft, be safe and have fun with our nice aircraft friends! Our membership count is growing and we want to make sure that every student pilot, long time pilot, aviation supporter, flight instructor and everyone knows they are welcome to attend and then consider becoming a regular.

Remember that our chapter has some great tools to loan out to paid up members, and we have Technical Counselors and Flight Advisors to consult with. We have some openings on some group committees if you want to participate a little more.

Please feel free to submit any ideas you have for future topics, social gatherings and please do consider writing an interesting story or helpful airplane tips to put in the newsletter. Share your expertise! Also if you have your airplane photo or mostly completed project and you would like it showcased on our website, then send Glenn or me a nice picture of it. Thank you Glenn, for building and maintaining the website. Please also visit/ Like us on Facebook.

Thank you to all of you for being part of our great EAA Chapter 153 (60 years strong)!

See you soon and stay safe.

Bob

Bob Brandt EAA 153 President



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Don't forget- mail a \$20 check made out to EAA Chapter 153 with the completed form on page 4 to

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APRIL 14 MEETING
IN PERSON/ON ZOOM

7:30 pm



Planes of Fame
Air Museum



Curtis P-40M
Warhawk

Tour the Museum
with new Director Ron Liebmann

ED GODFREY'S RV-10 BUILD

I seem to have an interest in building things for most of my life. As a kid, I would build tree houses and go-karts. A little later, it was video terminals and computers. And later still, I added a second floor addition on my home. After getting my pilots license I started thinking about owning a plane. I did some reading up on different aspects of owning and came up with 2 scenarios, buying a plane and getting my A&P or building my own so that I could maintain it. From what I read, it should only take a few years to build which was about the same amount of time to get an A&P license. I finally decided on building my own.

After receiving the empennage crate, the first step was to trim the 2 rear spar caps using a band saw. At that point, I thought that I had gotten in over my head, but I kept on with the instructions and felt that things would probably not be as overwhelming going forward. With Van's instructions, they start out holding your hand a lot and then taper off with the detailed instructions as you get further along, but still covered enough to keep from making errors. During the work on the vertical spar, I ran into a situation where I had sent in some photos of my work to the support team and one of their comments was that I had overdone the countersink drilling and the spar was not usable. It was time to order my first replacement part. As time went on, most actions went smoother, but I still proceeded cautiously.

When I got to the wings, most of the build went fine, until riveting the upper skins on. I was trying to rivet by myself, but getting my arm through the inspection panels and reach around for the upper skin to shoot the rivets, proved to be somewhat difficult. There were quite a few rivets that were I had to drill out because they weren't good enough. I broke down and accepted my wife's help and things went smoother and a lot quicker. For the most part, the riveting of the skins was mundane, but when I started installing the ailerons and pushrods, it felt like I was really getting some place.

The next area, the fuselage was next. This also started out slow, but when I began putting all of the smaller pieces together, it really started looking like something. One of the lessons that I learned was that when you have 2 parts that are stamped as one piece and you need to cut them apart to install them, you need to mark them left and right before cutting them apart. I was installing 2 pieces that connected a vertical bulkhead to a horizontal bulkhead and it didn't seem right. I contacted support and sent photos and they took their best guess as to the orientation, but it turned out that they made a wrong guess. More rivets to drill out. As the fuselage kept coming together, it started to get my adrenalin going, that I should be able to complete the build. When joining the empennage to the cabin fuselage, it was really starting to look like something



To install the main gear legs I needed to build a dolly that would support the fuselage. My garage door opening is only 6 and 1/2 feet tall and if I installed the main gear legs and wheels, I would not have been able to get the plane out of my garage. I built a dolly with casters and I was able to move the fuselage around the garage as needed. When I installed the upper forward fuselage it gave me the ability to start envisioning how the panel would be configured and where to place switches. From there, I started to work on the cabin cover. I fabricated an overhead console for lights and ventilation. This was my first effort in working with fiberglass, but I had the aid of Bill Schertz for inspiration. His hints helped a lot, plus whatever I could find from others on the internet.



Installing the panel was rewarding. Designing the locations of everything so that they felt comfortable and where the wiring would be placed. I did not fabricate a harness for everything, I ran each wire by its self.

After everything was installed, I checked each wire, point to point with an ohm meter to ensure that they went where they were supposed to go. Fortunately, when I powered everything up, I did not get any smoke and everything lit up as I expected.



The engine was another big step. Attaching the engine mount was rather easy, but securing the engine to the mount was more of a balancing act, trying to get the bolt holes lined up with the isolators while the engine is dangling from the hoist. Then came the task of connecting the hoses, running the electrical cables and wires, sensors and control cables. It gets crowded quickly. Working with the engine cowl was interesting, getting it to fit properly around the front of the engine as well as the firewall.

Having to have the proper gaps for the edges where they fit together and to the fuselage to allow for paint. I built a stand that I could use to hold the prop so that I could bolt it on by myself. Hopefully I won't have to remove it for any reason, but if need be, I am ready.



After getting all of these parts built, it was time to move them to a hangar and connect everything. It is surprising how quickly a hangar can get filled when moving everything that was housed in one half of a 2 car garage.

Installing the wings to get an initial fit, removing them to prepare the all of the parts to be connected and then installing the wings again with the "permanent" bolts, with some help from Jerry Borkowicz.

Then installing the vertical and horizontal tail section and connecting the control surfaces to the control sticks and getting all of them to move properly, let me know that I was getting closer to completing the plane.

With all of the parts connected and wiring in for lights, servos and antennas it was getting time for the first engine start. I had some help from friends to stand by with fire extinguishers and my wife ready to take videos. The engine didn't start on the first couple of tries, but it eventually did. It was a very fulfilling moment. My wife was heard on the video saying that she knew that I was building the plane, but for some reason she never thought that it would be completed. She was pleasantly surprised.

With a couple of inspections from tech counselors, one being Bob Meyers, I felt that it was time to contact that FAA for my air worthiness inspection. That was performed on October 1, 2020. During the next month, everything I could think of was checked and I had talked with Bob Meyers about being my Additional Pilot as allowed by the FAA. After some discussion, he agreed.

On November 6, 2020, N505ED had its first flight, although a short one, just once around the pattern. The tachometer was reading over 3,000 RPM's, which the Lycoming cannot do. I determined that I had not set the parameters for the tachometer correctly. I adjusted the tach and on Tuesday, November 10, 2020, with Bob once more riding with me, the plane took off and we were able to perform some basic maneuvers that Bob felt would show that the plane was airworthy.

Since then, I flew off my 40 hours Phase1 and tweaked things here and there and can say that I am a happy aircraft owner, after 13 years, 6 months and 6 days.



Ed Godfrey

N505ED

EAA Chapter 153

EAA CHAPTER 153 NEWSLETTER

Schaumburg Airport
Home of EAA 153



Meetings: Every 2nd Friday

Schaumburg Airport - Lower Level
905 W Irving Park Rd
Schaumburg, IL 60193

NEXT MEETING

FRIDAY, APRIL 14, 7:30 PM Lower Level Conference Room

PRESIDENT BOB BRANDT 847-274-3193 info.eaa153@gmail.com

EDITOR MADELEINE MONACO 99mjm@sbcglobal.net



Chapter 153

Schaumburg Illinois

Membership Application

EAA National Membership is suggested for all Chapter 153 members.

Chapter 153 dues are \$20 per year payable on January 1st each year.

Quarterly prorated reductions in increments of \$5.00 are made for those joining for the first time later in the year.

Return this form to the Treasurer or President.

Date _____ [] New Member [] Update

Last Name _____ First Name _____

Prefer to be called _____ Partner's name _____

Street Address _____

City _____ State _____ Zip Code _____

Your EAA Number _____ Expiration Date _____

Phone _____ E-Mail Address _____

Are you currently building/flying a homebuilt? [] Yes [] No

Model _____ N-Number _____

Check areas of interest [] Young Eagles [] Antique [] Classic

or other interests: [] Ultralight [] Homebuilt [] Powered Chute

[] War Birds [] Rotorcraft [] Sky Diving

[] _____ [] _____ [] _____

Other Comments (optional):

Please return completed application to a meeting or mail with payment to address below.

Bob Brandt EAA #153 President

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