

EAA CHAPTER 260

**A Chapter Of The
EXPERIMENTAL AIRCRAFT ASSOCIATION
Bult Field (C56) – Monee, Illinois**

**2021 CHAPTER MEETINGS AND EVENTS**

Welcome to the New Year! EAA Chapter 260 plans to “pick up the pace” this year and resume a full schedule of activities. Hopefully with the relaxing of COVID restrictions, it will be possible to do so.

If you know other pilots, please encourage them to attend the meetings. They do not have to be EAA Members to attend. Hopefully they will join as members!

Saturday, February 20 th	Chapter Meeting 10:00 A.M. at Bult
Saturday, March 13 th	Field Trip to the Air Museum at Oshkosh
Saturday, March 20 th	Chapter Meeting 10:00 A.M. at Bult
Saturday, April 10 th	Aviation Trivia Night, time to be determined
Saturday, April 17 th	Chapter Meeting 10:00 A.M. at Bult
Friday, May 7 th	Tour of TRACON, time to be determined
Saturday, May 15 th	Young Eagles and Eagles Rally 10:00 A.M. at Bult
Saturday, June 19 th	Chapter Meeting 10:00 A.M. at Bult
Saturday, June 26 th	Poker Run Starting and ending at Bult. Route to be determined
Saturday, July 17 th	Chapter Meeting 10:00 A.M. at Bult
Friday, August 13 th –Saturday, August 14 th	Dad-daughter/son Chapter Campout
Saturday, August 21 st	Chapter Meeting 10:00 A.M. at Bult
Saturday, September 11 th	Young Eagles and Eagles Rally 10:00 A.M. at Bult
Saturday, September 18 th	Chapter Meeting 10:00 A.M. at Bult
Saturday, October 16 th	Chapter Meeting 10:00 A.M. at Bult
Saturday, November 20 th	Chapter Meeting 10:00 A.M. at Bult
Friday, December 3 th	Chapter Christmas Holiday Party

Specific details regarding these events will appear in upcoming newsletters, emails, on the Chapter website and on Facebook.

TO MAKE THESE ACTIVITIES SUCCESSFUL, VOLUNTEERS ARE NEEDED!

THE OCTOBER 17th CHAPTER MEETING



Davis Korb, a scout from Troop 270, led the group in the Pledge of Allegiance

This was the last meeting held. Due to COVID-19 restrictions, meetings were not held in November and December of 2020, nor in January 2021.



Student Isabella Sierra is being considered as our Chapter's nominee for the Ray Scholarship



Chapter President Rob Unger addresses the group



Jerry Pearson gives an update on the Young Eagles and the Ray Scholarship



Chris Dacosta gave a presentation on alternative aircraft fuel

2021 CHAPTER DUES "A Frank Reminder"

Chapter Dues renewal for 2021 are only \$20.00 per year*. So, to avoid being removed from the Chapter Membership Roster and to continue to be considered a member of EAA Chapter 260, please see Steve at the next Chapter Meeting and **pay your dues****. Or mail your dues directly to Steve at 123 Highland Street, Calumet City, IL 60409. Make check payable to EAA Chapter 260.

*Note that for new members joining, the first year dues are \$30.00. This includes the cost of an engraved plastic magnetic nametag.

****Current Members not paying their 2021 dues by May 1, 2021, will be removed from the Chapter Membership Roster and WILL NOT BE ALLOWED to participate in Chapter meetings or activities. In order to get reinstated after April 1st, an additional \$10.00 reinstatement WILL BE added to the \$20.00 Chapter dues.**

Your dues are essential to the continued success of our Chapter. If you already paid your dues...a BIG THANK YOU!



A reminder from Rob Unger and Frank Wotell to put it on your "priority list" to pay your 2021 Chapter dues.

For dues and also the various Chapter activities requiring advanced payment the following options are now available:

- Cash: Pay at a Chapter Meeting
- Check: Mail in or bring to a Chapter Meeting
- Credit Card: At Chapter Meeting through "Square"
- Pay Pal On-Line

'260 PRESIDENT'S MESSAGE

Chapter Members,

Now that 2020 is behind us, I hope that you all are as excited as I am about 2021. This year's activities will reflect that our Chapter is strong, engaged and moving forward.



Recently, Chapter Members Jerry Pearson and Dan Simanaitis have worked very hard to put together an application for the Ray Scholarship fund. If approved, this will be a first for Chapter 260. I will have Dan and Jerry fill in the details at our next meeting. We are on track to have our first meeting this year on February 20, 2021. Also, as mentioned at our last meeting in October, we have completed our updated Chapter By-Laws.

As we begin a new year, know that your Officers and Board Members are committed to serving you our membership. We are a team, please keep in mind that we cannot do this without you so, please volunteer as much as you can. We have a great year planned and hope to see you all soon.

Thank You,
President Chapter 260
Rob Unger



A FLYING DESTINATION

Are you looking for somewhere to fly to for breakfast or lunch? Right "up the road (or sky)", within about an hour flying time, depending upon what you are flying, is a restaurant to consider dining at.

It is the Airport Steakhouse located at the Coles County Memorial Airport (KMT0) Mattoon, IL

I recently flew there with fellow '260 Chapter Member Peter Baranko in a C172 from the RPM Flying Club based at Lansing Airport (KIGQ).

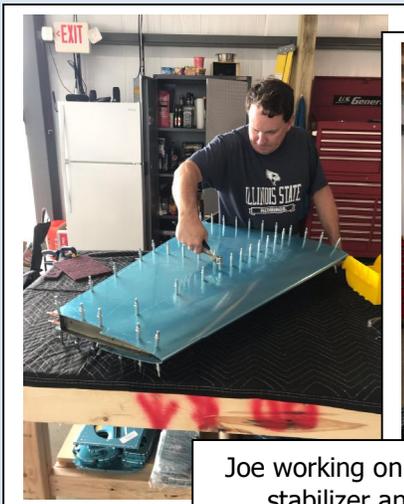
We parked on the ramp (no ramp fee) adjacent to the restaurant. It is not an overly "fancy" place, but they have a good menu and reasonable prices. They are open for in-door dining. Call 217.234.9433 to check hours.

Wayne Babiak

P.S. If you have a destination to share, please let me know and I can include it in the next newsletter.

AN UPDATE ON THE RV-14 PROJECT

In the Fall 2020 Chapter Newsletter, the initial start of an RV-14 by Chapter Member Joe Cirelli was shown. This project continues in his hangar at Bult. The update photos are below.



Joe working on the vertical stabilizer and rudder



Joe with Bob Meyers who is a Member of EAA Chapter 579. Bob has built an RV-14 that is beautiful and kept at Bult field...in fact, just a few hangars down from Joe. So, Joe has Bob to lean on with questions regarding his build.

Joe's build progress with continue to appear in subsequent newsletters. Don't forget to drop by to B16 at C56 and see how Joe is doing on his RV-14 project.

Photos and info. by
Rob Unger

RV-12 RAFFLE

Our Chapter President, Rob Unger recently received the correspondence below regarding an RV-12 Raffle.

Dear Mr. Unger,

I hope this finds you well! I'm reaching out to EAA Chapter Presidents in the hope that you might help us spread the word on our Vans RV-12 raffle with the proceeds benefitting our scholarships drive.

We are a small Aviation museum in South Central Texas, and a 501(c)3 nonprofit organization, and utilize antique aircraft to teach kids any of the aviation trades, from becoming a Pilot, Engineer, or A&P Mechanic. The museum arose from the realization that kids in our area had little or no exposure to Aviation, and a grass roots effort arose to create the museum, which morphed into the non-profit organization. At no expense to them, the kids learn in a J-3 Cub, and after soloing that, transition into a Grumman Traveler for their PPL. So far, we've been pleased with our graduates, at present we have 5 kids in various Aviation Colleges (not too bad for a town of 2600 population) who will hopefully continue on into various aviation fields. In addition to their flight training, most kids here have flown the Stearman, TravelAir, etc. If they are so motivated, we teach them welding, woodwork, and the other skill sets that go into restoration and maintenance.

The RV-12 we are raffling was built by a friend and supporter of the museum, Milton Weikel, who was a lifetime member of the EAA and hadn't missed the annual EAA Fly In in Oshkosh, and before, when it first began in Rockford, IL, ever... *not one*. Milton built the airplane to completion, flew it about 5 hours, and then began building a "Legal Eagle" when he was stricken with a rare form of cancer and passed. He had a passion for aviation that was just boundless, and was always eager to help the kids. He was a powerful motivating force here, and missed. We painted the aircraft and are at present finishing the certification flights. We will send the aircraft to a Vans specialist to have all the Service Letters complied with immediately prior to the drawing. The airplane is essentially a brand new aircraft, and beautifully constructed (Milton was an engineer by profession and education, and the craftsmanship is just beautiful) We are going to use the proceeds of the raffle to benefit our ongoing "Kids in Aviation" scholarships and allow us to begin a new crop of young pilots and mechanics, and will bear the name "The Weikel Scholarship in *name of...*", and will be offered in Engineering, Aviation and A&P Mechanics. In addition to the airplane, several more prizes are offered and have been sponsored by some great aviation companies like David Clark, Sporty's, Aircraft Tool and Supply, and Garmin. I'm continuing to add prizes as the raffle continues.

There is much more information about us on our website (www.wherelddogsfly.org), Facebook (Texas Barnstorming Museum) and in past and upcoming articles in General Aviation News.

If not too much trouble, would it be possible for you to share my letter with the members of your EAA Chapter?

The link to the raffle is- <https://rafflecreator.com/pages/41866/vans-rv-12>

Thank you so much for your time and consideration, and if you or your members are in South Central Texas, please stop by! We have 2 yearly fly-ins with about 300 in attendance.

Thanks So Much...Tailwinds,

Jim Baker

President, Texas Barnstorming Museum
(361)772-6434

Newsletter editor's note: I went to the raffle website and it indicated: "We will draw the winning ticket when all 2500 tickets are sold, or on 10/1/2021. We will be marketing the ticket sales aggressively, and it's our hope to announce a winner by even as early as spring 2021".



The RV-12 Raffle Prize

THE FLIVVER AIRPLANE STORY

Compiled By Jerry Pearson,
EAA 260 Member

Once Henry Ford purchased the Stout Metal Airplane Company in July, 1925, he entered the aviation business. But, being able to build reliable airplanes was only part of his vision. He wanted to create the airline business which didn't really exist in the U.S. in 1925. In 1922 when Ford put forth his aviation concept, he created within the Ford Corporation, the Aviation Development Corporation which began the purchasing of land for the future Ford airports in Detroit and Lansing, Illinois. This corporation went on during the 20's in developing many airport innovations and airplane safety improvements. Among those innovations were concrete runways, runway lighting, aircraft ground to air communications, aircraft navigation, aircraft brakes, airport lounge and ticket facilities. Many of these innovations were built and developed in the Ford Laboratory Building by young engineers hired by Ford. From this organization came the Ford Flivver airplane.

It started in 1925 when Ford introduced the idea to build the 'Model T' of airplanes to be the "every man's airplane". However, the idea was not acceptable to Ford's chief engineer William Mayo or William Stout. The project was accepted by 2 of the young engineers from the Aviation Development Corporation, Otto Koppen and Harold Hicks. The first version was built in the museum building of the Ford Laboratory. The first prototype was shown at the 1926 Edsel Reliability Tour as the Model 2A.

Specifications:

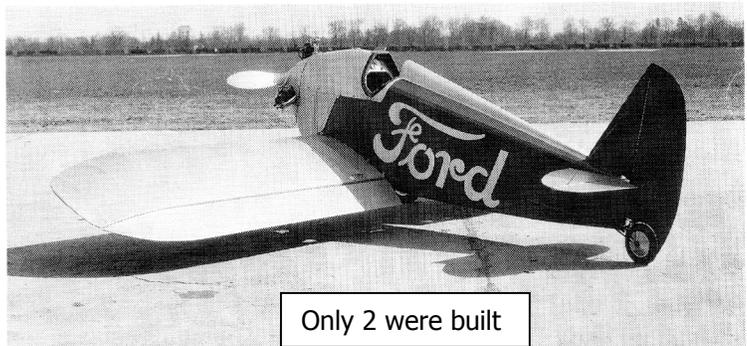
- 22 foot wing span
- Single place
- 3 cylinder, 36 HP French Anzani radial engine
- Steel tubing and wooden wings, both covered with fabric

About the same period, Henry Ford had befriended a young aviator by the name of Harry Brooks. He was a very good pilot, but also a showman which was very acceptable in that era. He used the plane for his personal use and flew it from his home to the Ford Airport in Dearborn. Harry's flashy flying antics were good advertisement for Ford and he approved of Harry's many displays with the new airplane. Harry was known to land the airplane in many locations, such as golf courses and Washington DC. There were many newsreels of his antics. The newspapers touted it as the "Flying Car" because it was to be a plane that could be kept in a garage. However, not everyone thought that the Flivver was a wonderful development. Lindbergh flew it only once and said "it was the worst airplane that he had ever flown".

A second version of the Model 2A was designed and built by Koppen, Hicks and Brooks. It was a bit larger.

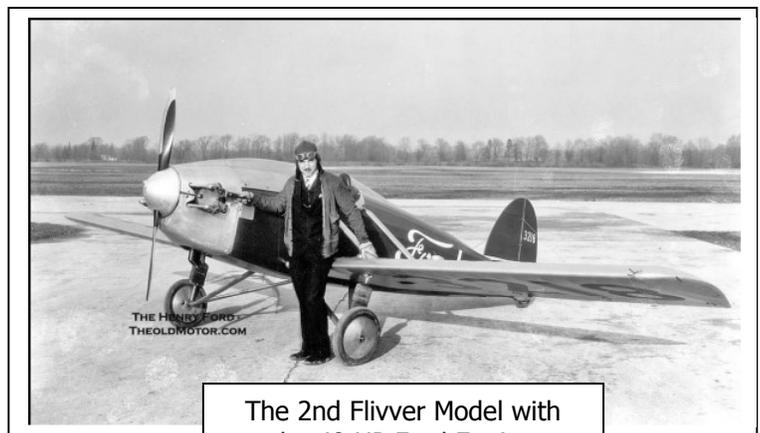
Specifications:

- 22 foot wing span which required struts
- Single place, 3 were built
- 2 cylinder, 40 HP engine designed by Ford
- 50 gallon fuel tank



Only 2 were built

The first of two "Flivver" planes designed by Otto Koppen in a program headed by test pilot Harry Brooks. This plane, assigned Identified No. 268, first flew in July 1926. It had a span of 22 feet, length 16 feet, wing area of 97 square feet and was powered by a 3-cylinder, 36-hp Anzani engine. It was flown by Charles Lindbergh before Henry Ford and many spectators on August 11, 1927 and that may have been the final incentive that got him to fly in an airplane for the first time that day. The plane is currently on exhibit in the Henry Ford Museum at Greenfield Village. (Ford Archives)



The 2nd Flivver Model with the 40 HP Ford Engine

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THE FLIVVER AIRPLANE STORY..CONTINUED

Harry Brooks was also able to keep this new design for his personal use. Of the total of 5 Flivver airplanes, there were several modifications in design and engines. The 2 shown specifications represent the final version of each model. A unique design for the day was the steerable tail wheel which was mounted to the rudder which was necessary for easy maneuverability.

With a bit larger fuel tank of 55 gallons, in January, 1928, Brooks attempted to break a U.S. non-stop record from Detroit to Miami in the larger Flivver. He only made it to Ashville, N.C. On a second attempt, a month later, Brook's landed in Titusville, Florida, but bent his prop. However, he had broken a record by flying 972 miles non-stop on 55 gallons of fuel. By using a spare prop, he was able to repair the plane to fly the remaining 200 miles to Miami. To prevent the ocean side moist air from condensing in the fuel, he plugged fuel cap vent with a wooden toothpick or match stick. On the morning of February 25th, he took off for Miami and circled out over the ocean near Melbourne, Florida where it was assumed that his engine died and he crashed into the ocean. The plane washed up on shore, but his body was never found. Upon examining the wreck, it was found that he hadn't removed the wooden plug. An assumption was made that the tank was unable to vent, a vacuum was formed, which starved the gas flow and killed the engine. To prove the point, the fuel tank was collapsed which was supposedly caused by the vacuum.

The vacuum starvation was disputed by Harold Hicks upon his retirement since he was the designer of the engine and Koppen was the designer of the air frame. He blamed the crash on the broken and frayed rudder cable. He had cautioned Koppen that a 1/16" cable was too small to support the load of the tail wheel upon landing.

Hicks supported his view which showed that both blades of the prop were broken off due to the impact. Thus, he contended that the engine was still running when it hit the water. An observer noted that he saw Brooks flying along the coast and suddenly turns out to sea. Hicks contended that without rudder control, the engine torque caused the plane to roll into the ocean. The real cause is still speculation. With the death of Brooks who was a dear friend of Ford, Henry stopped any further development, which ended the Flivver program.

At right, one of the actual original proto types of the Flivver is on display at the Henry Ford Museum at Greenfield Village. In one of the EAA Oshkosh Pioneer Airport hangars is a replica of a Flivver.



EAA Museum Replica of the 1st Flivver in a Pioneer Airport Hangar in Oshkosh

Thanks Jerry for providing this article!

FOR SALE!

Chapter Member Jerry Pearson has a 72" heavy duty steel brake for sale. Price \$400.00
Contact Jerry at 219.923.1938.



CONTRIBUTIONS NEEDED!!

If you have items for future newsletters, please let me know. These can include:

- An aviation project you are working on.
- If you flew to somewhere of interest; know of a good restaurant, let us know.
- Have something to sell? List it for FREE!
- Write a story..share your expertise!

Contact: Wayne Babiak, Newsletter Editor:

web44aia@comcast.net



JOIN EAA CHAPTER 260

EAA Chapter 260 is an active group. We have monthly membership meetings and a variety of aviation related programs. Some of our past activities are shown here.

We invite you to attend one of our meetings and meet our members.



Good food and camaraderie



A Chapter Young Eagle Rally



Chapter Meeting



Ready to fly on a Poker Run

Detach below and submit the form

EAA CHAPTER 260 MEMBERSHIP FORM

Chapter membership expires in December of each year. EAA Chapter 260 first year membership dues are \$30.00 which includes the cost of an engraved plastic magnetic nametag.

Member dues for subsequent years are \$20.00 per year.

Note that membership in National EAA is also required.

National Dues are \$40.00 per year for Individual membership, \$50.00 for Family

Note that National Membership in EAA is also required in order to be a Member of EAA Chapter 260.

NEW MEMBER ___ RENEWAL ___

Name: _____ Home Phone: _____

Address: _____ Cell Phone: _____

City: _____ State: _____ Zip: _____ E-Mail: _____

EAA Member? Yes ___ No ___ EAA National Membership. No. _____ Exp. ___/___/___

Pilots Certificate Ratings: _____ Aircraft Owned: _____

Areas of Expertise: _____ Projects Worked On: _____

COMMITTEE INTERESTS

Membership: ___ Program: ___ Young Eagles/Eagles: ___ Flyer and Builder: ___

Newsletter: ___ Promotion/Publicity: ___ Web Site: ___ Other: _____

Bring this application to the next EAA 260 meeting or mail it to:
EAA Chapter 260 c/o Bult Field 28261 S. Kedzie Avenue, Monee, IL 60449

For information about EAA Chapter 260 contact:

Rob Unger at: rubreezy@msn.com Steve Sikorski at: steve4877@att.net

If not already a member...consider becoming one!

EAA CHAPTER 260

Bult Field
28261 S. Kedzie Avenue
Monee, IL 60449



EAA Chapter 260 Website: www.eaachapter260.org

EAA Chapter 260 Facebook:

<http://www.facebook.com/EAA260/>

EAA National Website: www.eaa.org



WINTER 2021 NEWSLETTER



EAA Chapter 260 meets generally on the third Saturday of the month at 10:00 A.M. at Bult Field (C56) in Monee, Illinois

2021 EAA 260 OFFICERS & DIRECTORS

President/Director:	Rob Unger	708.288.7525
Vice President/Director:	Jay Vieaux	708.465.8168
Treasurer/Director:	Steve Sikorski	708.862.8722
Secretary:	George Sanetra	708.642.0094
Assistant Secretary:	Dave Vancina	815.715.1955
Director:	Frank Wotell	708.846.4836
Director:	Jerry Pearson	219.923.1938
Director:	Wayne Babiak	708.989.6214

YOUNG EAGLES COORDINATORS

Jerry Pearson Dave Vancina

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This newsletter is published quarterly. News should be sent to Wayne Babiak, newsletter editor via e-mail to: web44aia@comcast.net