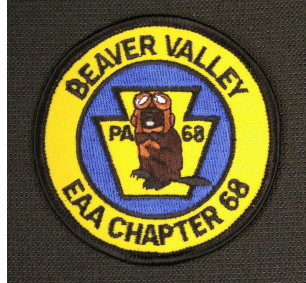


Newsletter



Beaver Valley EAA Chapter 68 founded 1958

February 26, 2020

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The February monthly meeting was held on Tuesday February 4th at 7:00 P.M.

There were 12 members in attendance.

After completion of the Chapter's business a presentation was given by Dick and Dan Hall.

We all know that these guys own and operate a vintage restored aircraft, the venerable Piper L-4 . The L-4 began production in 1941 as a variant of the Piper Cub, specifically built as a military liaison aircraft. Many were produced. Fast forward ahead say 50 or 60 years and you may not be surprised to learn that you can't go back to the factory and procure authentic replacement components when you decide you want to restore an airplane like this. Who knew?

So if you can't find it then you make it.



Dick and Dan have been r&d-ing some of those impossible to locate parts that were oh so common at one time. Their presentation described some of the innovative processes that they have explored in their quest to produce authentic reproduction parts.

Some of their reproduced parts can be found on L-4 restorations here in the states and abroad.

If that's not inspirational then I don't know what is.

Good work!!

The next meeting, on the third, will feature a discussion relating to aviation weather by Jason Frazier, who is employed by the N.O.A.A./National Weather Service Pittsburgh office
Plan to attend.

F.Y.I. on Wednesday the 4th. the F.A.A. is sponsoring a safety seminar as a part of their Wings program at the CCBC hangar. The topic is "BVI / ATC From Takeoff to landing."

It begins at 19:00 EST

2/26/2020 STK

Editorial. (disclaimer: not intended to be taken too seriously, have a beer or two first).

Well, I've finally done it. I have tried waiting it out in hopes of an official stay. It didn't happen. Can't say that I'm surprised by that but I was hopeful until the end. After all, thinking that the government would actually delay the deadline for ADS-B compliance, especially since they're not prepared to implement it yet, isn't all that farfetched, is it?

Anyway, I made the commitment, considered the present options, and parted ways with my "lunch money" (more than many trips to Burger King), for that soon to be ubiquitous item that we cannot be without if we want to fly (legally) in the airspace above and around BVI.

When I first started studying the plans for my Sonex I didn't notice the notes referring to the specifics of unit placement and antenna real estate (I don't have 12 square inches of "flat and level" space anywhere on my airplane.) I guess that's the cool part of building an experimental aircraft, I can put it "any damn place I want!!

That being said, my choice was a Garmin GDL-82. The sales information stated that it will work with most existing transponders. (we'll see about that.) After reading through all the technical information that wasn't provided with the hardware (the internet comes through again) and deciding that what I didn't understand wouldn't hurt me (much) I proceeded with the installation. The working part of the unit mounts wherever a 3 ½" X 8" space exists, in line between the existing transponder and the antenna. A simple cable attachment is all that it takes here (also not provided with the hardware). Power and ground connections from the unit to power and ground sources are pretty straight forward. I just powered it from the transponder breaker lug so that it will power up with the transponder (read; I can't accidentally forget to turn it on.) Now back to that 12 square inches of flat/level space, that resides with clear visibility towards the heavens, that won't be "ghosted" by the airplanes structure when not in straight and level flight. I had to get creative here and I must say a little artistic as well, afterall it has to look good too doesn't it? I'm not going to tell you where that went, you'll have to see it and be the judge for yourself.

Yesterday I fabricated a tray and antenna mount. Today I installed the hardware and wiring. Now what. Now that the easy parts are done I have to program the installation and fly the test. I guess that will give me something to write about later. *ed.*

The Prez sez....

Our March meeting will feature a presentation and discussion with Jason Frazier from the N.O.A.A. National Weather Service office in Pittsburgh. Those of us lucky enough to make the field trip last year to the N.W.S. were treated to a better understanding of weather data gathering and products available to pilots. On Tuesday he will bring more information to our membership and will be there to answer any questions. As the summer season approaches, we will have something other than snow, cold and ice to think about. Flight planning to exotic places or just around the patch. Sun N Fun is a month away. Sentimental Journey in June, and the granddaddy of them all, Oshkosh Airventure in JULY. What fun lies ahead!!

I want to thank Dick and Dan Hall for their presentation at the February meeting. I am always amazed and thankful for the expertise of our membership. We have so much to learn from each other.

Remember Tuesday, March 3, 7:00 P.M. at the CCBC Aviation Science Center at Beaver County Airport featuring Jason Frazier from the NOAA NWS office in Pittsburgh to answer your questions about weather services available to pilots. We have such a range of experience in our membership, airline, military, corporate, private and student. There will be something for everybody--hope to see you there.

Tony Pavilonis

Reminders:

The next meeting will be on Tuesday, March 3rd, 7:00 P.M. at CCBC

The "Breakfast Club" is still going strong, each Saturday at 9:00 A.M. , We will meet at the Brighton Hot Dog Shop in Chippewa.

President: Tony Pavilonis, Vice-President: Dave Brunberg, Treasurer: Dewey Clawson: Secretary: Stan Kocuba

Board Members in addition to officers, Ed Campbell and Kenny Gray

Newsletter Editor: Stan Kocuba