



Chapter 938 meets every 1st Sunday of each month at 2:pm at Nappanee Airport unless specified in our newsletter. **Club dues are to be paid in January of each year!**

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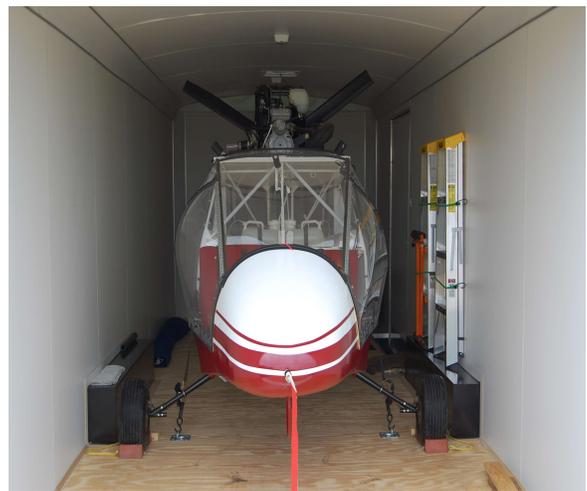
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MEMBERS CURRENT PROJECTS OR AIRCRAFT

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I haven't had time to get out to talk to any members as yet so I will do a brief report on mine. This is a Kolb Mark 3 Classic. It was built in 2002 by Dan Byler of Holmsville Ohio. Dan completed all the fly off hours and tweaking. After a couple years flying, he sold the plane to another Ohio man who also flew it for a couple years and then sold it back to Mr. Byler. Byler then did the condition inspection and again sold it to another man who later sold it to the man I bought it from in Illinois. Darwin Beron and I went up to Belvedere and checked out the plane. We couldn't fly It that day due to very bad weather, on and off rain all day. The place got flooded an hour after we left. I did notice a few things about the airplane I didn't like but the guy was giving me a really good deal on the plane and the trailer and I knew I could work out the bugs. Some of these things were as follows #1 the worst thing's was that as designed, the instrument panel was 8 inches out of reach when I was belted in. I moved it back 8" to be able to reach it. #2 battery and brake reservoir were very hard to get at for service or to remove in the nose of the plane. I cut a large access hole in the top of the nose and formed an aluminum form fitting cover for it. The com radio was located high over my left shoulder. Very hard to change frequency's. The mag switches were located between the seats where they could be accidentally shut off by a passenger. Both of these items were relocated on a sub panel I mounted bottom center of the main panel. This put both items front and center for easy reach of the pilot. Although the gas level can be seen right thru the tanks, the tanks themselves cant be seen when belted in. I installed a fuel gauge and sender. Heel brakes are ok with a lot of folks but I preferred hand brakes and made the change. The small section of fabric just in front of the prop was constantly buffeted by the prop and tearing up so I replaced that small section with a mettle cover and repainted it. Over all she has become a much better and easier airplane to fly and the 582 runs very smooth and she gets off the ground real quick. She lifts off at about 40mph, climbs at 55 to 60mph at about 12 to 14 hundred ft a minute. She comes over the fence at about 55 to 60mph and stalls at 38mph. A small amount of power gets her down like a butterfly with sore feet. The airplane is fun to fly but at 78 gorgeous years old Im thinking about possibly going to a single seat airplane. So she may go up for sale after I get a few more fun hours on her AND shes very good looking.

SO BE READY GUYS, I WILL BE LURKING AND LOOKING FOR ANOTHER PROJECT OR FLYING AIRPLANE OR JUST HEAR WHAT YOU HAVE TO SAY ABOUT YOUR AVIATION DREAMS. TAIL WINDS TO YOU ALL.



BOARD OF DIRECTORS

John Graber Nappanee

Olen Burkholder Milford

Lloyd Turner Syracuse

Rich meyer Millersburg

Don Muhlnickle Jr. Goshen

UPCOMING BIRTHDAYS

JERRY HOSTETLER JUNE 16



MINUTES OF LAST MEETING

A great time was had by all at the last meeting due to the chapter being invited to the hangars of Don Muhlnickel and Jeff and Jake Logan for a huge pigout and flyin. The guys had just completed the project of changing the tri gear to a tail wheel on Jakes beautiful Sonex. The workmanship was really good, as it has been on the entire plane. I dont know how many attended this event but there were many. These things are always a lot of fun, even if we have to drive in. Our thanks to the perpetrators who so brilliantly pulled this off.

