



EAA Chapter 1250 News

EAA Chapter 1250, Inc. - Pottstown, PA 19464

Spring 2020

EAA Chapter 1250 Quarterly Newsletter
May 31, 2020

President's View

We launched our chapter newsletter in January. Many changes have occurred, including the cancellation of Oshkosh 2020. It is even more important that our chapter carry on. Rather than look at what we can't do, let's look at what we CAN do, while observing government rules:

- Continue the Back Country Supercub workshop project. The engine is almost ready to start!
- Have our outdoor picnic at the Roost (perhaps limited to members-only this year, implementing physical distancing)
- Build, fly and have fun!

Our newsletter has articles like:

- Happenings - Event calendar
- Member spotlights. Who is building what
- President's view
- Member articles - Feel free to post any size article.
- Classifieds. Aircraft-related items for sale or wanted.
- Local news. KPTW and N47 updates.
- News from EAA central, Oshkosh and other local chapters

Happenings for 2020

Meetings

Board Meeting June 11,
General Meeting and Picnic June 13

Board Meeting September 17,
General Meeting September 19

Board Meeting December 10,
General Meeting December 12

Young Eagle Events 0900-Noon
October 10, rain date October 17

Outings are TBD pending government regulations:

- Reading Tower tour
- Golden Age Air Museum

We thank our 2020 Board Members for serving you, our loyal EAA Chapter 1250 members and the aviation community:

Tim Drager - President
Tom Quinn - Vice-President
Todd Miller - Treasurer
Rich Zadrejko- Secretary
Jayne Taylor - Young Eagles Coordinator
Glenn Long - Web Editor
Fred Van Ryn - Social Media editor
Ken Licwinko- Newsletter Editor

Yours in Aviation,
Tim Drager
President, EAA Chapter 1250





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Below is an image of the EAA Chapter 1250 postcard. Please feel free to take these post cards from the workshop and distribute them throughout the Aviation community or forward the photo to prospective members. The more members we gain, the more impact we can have on the Aviation community.

You, Sport Aviation and EAA Chapter 1250, Inc. Whether you fly, build, restore or simply enjoy airplanes and aviation, you are welcome to attend our events and join our chapter. We are a group of aviation enthusiasts, aircraft builders, and pilots who get together with like minded people to share ideas, exchange information, encourage safety, serve the local aviation community and have a lot of fun doing so. Please come to our next meeting or event as our guest. i.e see Aircraft Builders' WorkShop every Saturday morning at Heritage Field. **9- Noon Every Saturday**

Chapter: EAA 1250
President: Timothy Drager
Phone: 484-999-0060 **Call Me!**
Location: Heritage Field, Pottstown, PA US
Mailing Address: 1036 Edgewood Drive Stowe, Pennsylvania 19464 **1250.eaachapter.org**
Email: tdrager@yahoo.com

Update on the Back Country Super Cub project:

There has been progress on the Back Country Super Cub via Saturday and Tuesday morning workshops. Since the last episode:

- The wingtips are ready for paint
- Fuel and oil lines have been tested
- Pitot Static Tube installed
- Fuel tanks are pressure tested
- Progress on side and front windscreen





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- Member spotlight

-Civil Air Patrol Squadron 1007 Hangar Visit

On a very cold February 29th morning, The Civil Air Patrol paid a visit to the Hangar at EAA chapter 1250. MSgt Brad Kenny, the Deputy Commander for Cadets Squadron NCO, and a few cadets from Delco Composite Squadron 1007 toured and listened to presentations from different Chapter members.



Some topics discussed were:
Flight controls by Tom Quinn,
Airplane building by Ken Licwinko,
Aircraft craftsmanship and tooling by Todd Miller,
Aircraft instruments, Bernoulli's Principal - vacuum generator by Tim Drager

Afterwards, a pizza lunch was provided for the cadets and membership.

Billy Kerchner from Royersford, PA



You may remember that Billy received the chapter MVP award last year for his outstanding service.

Billy started his Sonex Legacy A, just about two years ago. It is a plans built tailwheel aircraft that has dual sticks in the cockpit.

The airplane is powered by a William Wynne Corvair conversion. It has a displacement of 3300 CC, maxing out at 125HP, and has a top speed of 170 MPH at 6 GPH. The engine was built in November with a successful break-in run. Billy plans on putting a Sensenich propeller on his Legacy A. Fuel will be delivered via a plans built aluminum fuel tank.



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The cockpit will feature steam gauge altimeter, air speed, rate of climb, VDO RPM gauge with a built in volt meter. A Mgl 4 channel egt/cht gauge, O2 sensor with air fuel mixture gauge, Mini iPad mount, GTX 327 transponder and encoder, Uavionics echo and gps will also reside in the Sonex.



Other features include differential cable brakes, modified full swivel Scott tail wheel, a standard canopy with bonded sides (no rivets), and an exterior canopy handle to open it.

Billy stated "I chose a Sonex because I wanted to scratch build and the plans are excellent. Also I am pretty cheap. It cost barely \$6000.00 in the complete airframe including hardware. The panel was maybe another \$2300.00. Firewall forward is a little different...Lol ! My grandson Max has put in lots of hours too. He's been with me 3-4 days a week since he was born three years ago."



"The most challenging thing for me was all the things after the plans were completed."

"And now I've been on working on all the stuff not generally in the plans, (wiring, adsb, and the little things). I built this in my



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cellar with a 36" exit door; so after I assembled everything I could in the cellar it all came apart to get it out. Now I am assembling it in my garage and ready for re-fitting of everything and firing it up. Paperwork was just started. Hopefully first flight will be by August"



As per President Drager "I have seen Billy grow from a master craftsman to a master aircraft builder, exemplifying the EAA spirit:

- Growing his avionics knowledge with a detachable panel
- Good father and grandfather. Billy's son does expert welding and his grandson Max is quickly learning aircraft building.
- Seeking the advice of many members
- Sharing his knowledge and time with others
- Pilot with 200+ hours"

Great job Billy, the membership can't wait for your first flight!

Classifieds

Wanted, Piper Cub - Contact Andy Landis at 215-527-7440

NEWS from EAA Headquarters: AirVenture 2020 is officially cancelled

My fellow EAA'rs. It is May here in Wisconsin, and unfortunately like many of you across the country, we are still under a stay at home order through May 26. Normally, this is the month when we start our preflight planning for EAA AirVenture Oshkosh. By this time, we should have begun ramping up our entire site in preparation for our July convention. Volunteers from across the country and world would have descended on Oshkosh. Together they would have formed work parties, our suppliers would begin start setting up tents and infrastructure. Our EAA staff would be printing wrist bands, campers guides, programs and an assortment of EAA collateral as full-on AirVenture execution begins.

But because of circumstances beyond our control, none of this can happen now. We cannot even get to the hangar so our preflight is left to watching the prog charts. While this certainly makes the ability to prepare for the event a scheduling problem, it does not preclude the bigger issue of predicting what will be the health guidelines in July. Right now, there are three phases that have been defined in Wisconsin as the recommended procedures. As I write this, we are not in Phase 1 yet. Phase 2 restricts gatherings to 50 people. Phase 3 allows for mass gathering with restrictions.



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Our convention attracts EAA members not only from the U.S. but around the world. Today we cannot predict when we will be at a point that our event meets the all clear Phase 3 milestone for mass gathering with restrictions. As your leader, I see no clear path to meet our own requirements to insure the health and safety expectations our organization demands for our employees, members, volunteers, exhibitors and attendees. That includes sanitization, separation and personal protection requirements.

My conclusion is, like in any good flight planning, don't take the risk. Therefore, I have no choice but to cancel AirVenture 2020. Together, we can come back stronger, safer and ready for AirVenture 2021 and create a memorable world class aviation event. Because of our dedicated and enthusiastic EAA members, our Association is strong. We know that at some point this storm will pass. And over the next 12 months we will continue to support all of you as we again, together, grow EAA in the Spirit of Aviation.

Respectfully,

Jack J. Pelton
Experimental Aircraft Association
CEO and Chairman of the Board

Original article link: <https://eaa.org/eaanews-and-publications/eaanews-and-aviation-news/news/05-01-2020-We-Dont-Gamble-We-Need-A-Sure-Thing>

Kit Build Airplane Overview The Zenith STOL CH750

The Zenith STOL CH750 is a Short Take Off and Landing Light Sport airplane that can be built from kit, scratch built via plans, or a combination of both. The plane is designed to

hold 2 people. The specifications below are based off a 100 HP Continental O-200.

The Zenith STOL CH750 has many different choices of powerplant from 80-140 HP. This includes the traditional Lycoming and Continentals but also Rotax, UL Power, Jabiru. Successful auto conversions include Honda (Viking) and Corvair are also available.



SPECIFICATIONS:

EMPTY WEIGHT- 775 LBS.
DESIGN GROSS WEIGHT – 1,440 LBS.
GROSS WEIGHT (LSA Limit) - 1,320 LBS.
WING SPAN - 29 FT. 10 In.
HEIGHT (RUDDER TIP) - 8 Ft. 8 In.
LENGTH - 21 Ft. 10 In.
CABIN WIDTH - 42 INCHES
FUEL CAPACITY-(DUAL WING TANKS) 2X12GAL
DESIGN LOAD FACTOR (ultimate) - +6 G / -3 G
NEVER EXCEED SPEED (VNE) - 125 MPH
MAX. CRUISE, Sea Level - 100 MPH
STALL, flaps down - 35 MPH
RATE OF CLIMB - 1,000 FPM
SERVICE CEILING - 14,000+ FEET
RANGE (standard, no reserve) - 440 MILES
ENDURANCE (std, no reserve) - 4.4 HOURS
TAKE-OFF ROLL - 100 FEET
LANDING ROLL - 125 FEET
SUITABLE POWER - 80 - 140 HP MAX ENGINE
MAX ENGINE WEIGHT - 300 LBS.

SOURCE: <http://www.zenithair.net/>