



July 2016

Hangar Talk



Serving airplane builders, restorers, pilots, & airplane lovers in Western Michigan

Meeting Friday, July 1, 2016, 7:30pm

2016 Grand Haven Dawn Patrol & Pancake Breakfast

The next EAA Chapter 211 meeting will be Friday, July 1, 2016, in the EAA Clubhouse,
West of the Terminal building and Community Hangar
Grand Haven Memorial Airpark (3GM) 16446 Comstock St, Grand Haven, MI 49417

This month's program will be a presentation on the Dawn Patrol at Grand Haven Airpark, and some of the exciting activities that will take place. Mark it on your calendar: Saturday, August 13, 2016, 7am to 2pm.

Prez Sez

A few weeks ago, I received my Michigan sectional in the mail. It is still sitting with the rest of my unopened mail on my kitchen table. It got me thinking. When I started flying, paper charts, mechanical instruments, seat of the pants aircraft design was the norm. I had a paid subscription to Jeppesen instrument charts for the Michigan region. The charts were in a small binder, about 2 inches thick. While, not very big, the binder still seemed to take up a lot of space in my flight bag. I felt bad for the commercial guys with the "suitcases" full of charts. I somehow managed to survive flying, fiddling with the paper charts in flight, or being bludgeoned with a loose binder flying around the cockpit during unusual attitude flying.

I now have a tablet computer. Not only does it replace all of my paper charts with free electronic charts, it



replaced all of the tedious pencil and paper flight planning with quick, dynamic planning. It also has the capability of replacing many instruments in the airplane with its built in GPS and accelerometers. With the addition of an inexpensive, software defined, radio dongle, I can even have an ADS-B or a communications radio receiver. With widely available flight simulators, you almost don't need an airplane!

As a homebuilder and an engineer, I want to understand every piece of my airplane before I make the first flight. The plane, a Wagabond, is a replica of the Piper PA15, designed and built in the 1940s. I always find it amazing that they designed it using pencils, paper, and slide rules. No electronic computers. No finite element analysis to find where the aircraft would break. No fly by wire. No computer flight simulations. I own several computers, all of which are more powerful than those that put a man on the moon. Though I am lucky that I will be able to

do an analysis and simulation of my airplane before I start building, I am in awe of the engineers of the past.

Something that I find encouraging about the homebuilding community is the link to our past. There are several outstanding individuals in our chapter who are rebuilding the Eaglet, an airplane that was designed and built without computers, and will fly again. To those of you worked on the Eaglet, thank you for your hard work.

I hope to see all of you at the Meeting!

Dan Whisman
EAA Chapter 211 President
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"You haven't seen a tree until you've seen its shadow from the sky." — Amelia Earhart

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Position open

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EAA Chapter 211 Meeting Minutes – 2016-06-03

Submitted by Robert Vink

Attendance: 25

Call to order and Pledge of Allegiance – 19:30

The June 3 Chapter 211 meeting was called to order by President Dan Whisman.

Attendance and Visitors

A total of 24 members and one visitor were in attendance at the May meeting. Our welcomed guest was: Clare Slager

Two new dues paying members joined us: Patrick W McIntyre from Allendale, MI and Jim Riley from Norton Shores

Event and Meeting Dates:

Our next regular meeting will be July 1, 2016, in the EAA clubhouse.

American Eaglet Work Sessions, 6pm to 9pm, Thursday, July 7 & 14. Gary will and the Eaglet will be leaving for Oshkosh on Sunday, July 19.

Grand Haven Aviation Association Annual Dawn Patrol Pancake Breakfast, Saturday, August 13, 2016, at the Grand Haven Airpark, 7am to 2pm. See separately attached flyer. There are plenty of jobs to choose from to help. See Earle Bares, or just come to the meeting Saturday, June 4, to sign up for a job suited to you.

Previous Meeting Minutes:

A motion was made, seconded and passed to accept the May 6, 2016 meeting minutes.

Treasure's Report: July 1, 2016

REFERENCE	CHECKING	CASH	TOTAL
BEGINNING BALANCE JUNE	\$3,650.68	\$41.50	\$3,692.18
Coffee contributions		\$17.36	\$17.36
Deposit 6/6/16 (current members)	\$44.00		\$44.00
Deposit 6/6/16 (new members)	\$44.00		\$44.00
Deposit 6/6/16 (reduce petty cash)	\$28.18	(\$28.86)	(\$0.68)
ENDING BALANCE 6/15/16	\$3,766.86	\$30.00	\$3,796.86

We currently have 48 paid members for 2016.

Old Business:

Nothing to report.

Technical Reports:

Jack Brewer spoke reported about a couple more crashes etc...and brought in a copy of "Historical Aviation."

Coffee Break:

Cookies were donated by ????

Program:

Scott DeGaynor spoke about the BD-4 being one of the first "kit" planes. "If BD had teamed up with Vans, they could have cornered the market" (not an exact quote, but close). Scott brought in an original factory mold for fiberglass wing fabrication - formed a section of wing surface and rib in one piece that were joined over the spar to form the wing assembly. He also brought in several attempts that were made to form the ribs from aluminum. Interesting progression in the design process to current production. Gave a recap of BD success and loss in reviewing the BD-4, 5 and 5J

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Minutes Continued from page 2

Next we had an FAA video "Stalling for Safety" Reference FAA-H-8083-3A chapter 4. A stall occurs when the smooth airflow over the airplane's wing is disrupted, and the lift degenerates rapidly. This is caused when the wing exceeds its critical angle of attack. This can occur at any airspeed, in any attitude, with any power setting. The practice of stall recovery and the development of awareness of stalls are of primary importance in pilot training. The objectives in performing intentional stalls are to familiarize the pilot with the conditions that produce stalls, to assist in recognizing an approaching stall, and to develop the habit of taking prompt preventive or corrective action. that will provide adequate height above the ground for recovery and return to normal level flight. Though it depends on the degree to which a stall has progressed, most stalls require some loss of altitude during recovery. The longer it takes to recognize the approaching stall, the more complete the stall is likely to become, and the greater the loss of altitude to be expected.

RECOGNITION OF STALLS

Pilots must recognize the flight conditions that are conducive to stalls and know how to apply the necessary corrective action. They should learn to recognize an approaching stall by sight, sound, and feel. The following cues may be useful in recognizing the approaching stall. Vision, Hearing, Kinesthesia, and Feel.

Next Month:

Program to be determined.

Adjournment:

Meeting was adjourned at 21:25



American Eaglet Project

The last two Thursday evening Work Sessions are scheduled for

July 7 & 14.

Always check the website, www.211.eaachapter.org for the latest information.



LAST CHANCE!
OUR EAGLET "FLIES"
AWAY ON JULY 19!



Very Sad News:

It is with deep regret and great sadness that I have to report the passing of our beloved friend, Chet Uncapher. Just as I was about to close and publish this issue of Hangar Talk I received a note from Patti Uncapher with an invitation to celebrate Chet's life. So I edited this announcement and added a fourth page to include Patti's note and invitation. Chet meant a lot to me, and many of you as well. I hope you can come celebrate his life on July 16th.

Hello Friends,

Please join me and my close friends and family to honor my husband, Chester Uncapher. He never wanted a funeral, but instead said, "Patti, if you have to do something, Have a Party!". So I would like to share this very special time with all who have been touched and moved by Chet and his life. Fly in or Drive in. We will celebrate with music and share stories together.

Attached below is the event announcement.

Please pass this invitation along and include it in your newsletters. I welcome all who would like to join.

With love,

Patti

Pattiuncapher@icloud.com



Chester Laird Uncapher
4/19/1943 - 6/1/2016

Celebration of Life

Fly in /Drive in
July 16, 2016, 1:00 P.M.
2638 Airpark Drive, Zeeland, MI 49464
616-748-1013

Chet's grandsons, Maxfield and Leo Panish will perform a violin concert. Followed by a time of remembrance, story sharing, celebration of friendships, and good-byes.

Dessert

In lieu of flowers, donations may be made to the
Michigan Aviation Education Foundation - www.maef-aviation.org
and EAA Young Eagles Program - www.eaa.org