

February 2009

Hangar Talk

News from Experimental Aircraft Association Chapter 211,
serving airplane builders, restorers, pilots, and airplane
lovers in western Michigan



MEETING FRIDAY FEBRUARY 6TH AIRSPACE

The EAA Chapter 211 meeting will be Friday, February 6th at the clubhouse at the Grand Haven Municipal Airport. The program for is "Air Space Classification Rules" and is presented by Matt Rogers an Air Traffic Controller.

Dues

Dues will be collected at the meeting, \$25 or \$22 with email delivery of the newsletter. Secretary-treasurer Cliff Cole will have an envelope with the 2008 roster information for each member. Put your dues in your envelope and check that the roster information is correct. This way Cliff will be able to keep track of who has paid dues and your editor will not have to add a sheet with the news for roster updates. Out of town? Mail your dues to Cliff, his address in on page 2.

Send in your stories and photos

We are in the time of year where Chapter 211 members either head into heated shops or head to warmer places. Wherever you go to get warm be sure to keep in touch by sending project updates, travel stories, or airplane photos to your editor. It will let Chapter members know what you are doing and help me fill the pages of the news.



EAA Chapter 211

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Contributing this month

Prez Sez

Well--we survived the first meeting. I'll be in Hilton Head, SC for the next couple of weeks trying to thaw out. Haven't seen this much winter for some time - gives me more time for dreaming and planning. Doing a little work preparing the shop for activities and such.

Received a letter from Dennis Stephen. He sent his sympathy for my high office. He was president last year in OK. He also sent an "emergency program" just in case and enclosed his check for 2009 dues.

The board met at my home for Jan. and we all were accounted for at last. Good group and I think we will have a good year.

The 60th. anniversary fly in breakfast is shaping up, Joe McCrey has agreed to chair the event and the various groups are coming aboard.

See you all in Mar. bobk

Bob Kenrick

President - EAA 211



Editors Notebook

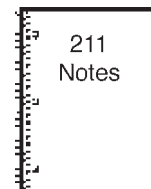
Hello everyone.

Once again I am doing this column on the laptop while traveling, this time while riding with my son Jim as we head back to his school. Thanks to the board for getting their parts of the news to me promptly so I can assemble the newsletter in Indiana this week.

I always like the January meeting where we see how people are coming along on their projects. You get to see the progress, and the problems, that we face as we build. My project status remains the same. The next step is to build a workshop that to fit that big Jodel wing or pass the Jodel along and find a project that better fits my workspace.

One benefit of work travel is that soon I get a trip to Honeywell engines (used to be Garrett) and they are located in Phoenix. The last time I went there the temperature had cooled into the 90's, this time the 70's will feel good.

George



Chapter 211 Minutes of January 2, 2009

President Bob Kenrick called the meeting to order at 7:30pm with the Pledge of Allegiance. There were 37 members present with 2 visitors also.

The Financial report was read.
Both last month's minutes and the



treasurer's reports were approved and passed. The envelopes, thanks to George, are ready for paying 2009 dues and monthly Newsletters; \$22 by e-mail, or \$25 by postal delivery. Correct data as needed. Return the envelopes and payment to the Treasurer by the end of the meeting.

Old Business: - Ben Ennenga reported on the progress made on the Grand Haven Memorial Airport's 60th Anniversary Celebration, June 21st sponsored by the G.H. Lion's Club and affiliate groups; the Airport Supporters, EAA Chapter 211 and B & B Aviation. It will begin with a Lion's Pancake Breakfast. Activities will be listed on the web link www.ghlionsclub.org. So far, listed are various Fly-In's, Car Shows, Exhibits of Firefighters, Air Rescue Equipment, with Trolley rides and more. They will meet monthly.

New Business: - The 211 Board will meet Tuesday 7:30 at Bob Kenrick's home.

Our Librarian Vic Matthews set out some older magazines of interest, free for the taking.

Tech Counselor Jack Brewer reported on aircraft maintenance.

Flight Advisor Ken Dannenberg gave the December National statistics on Accidents. Over 100 planes succumbed to; a fire, power lines, mid-air collision, a disintegration in flight as well as other causes. Ken says to see Aviation News on the web. A discussion followed about handling stalls and what to watch for, especially the flying characteristics of your specific aircraft.



Phillip March asked help to resolve the question, "When is the best time to change the engine oil, before or after Winter storage?" Discussion followed. Basically, keep oil clean.

Jack Brewer from rebuilding auto engines, said he has seen what looked like "worm holes" in engine bearings when left set over Winter.

Tech Counselor Gary Van Farrow shared some of his experiences from his travels which he calls, "One Thing I've Learned." 1.) Be careful who you buy plans from. Those who reproduce plans just to make money probably have never built those planes, so a.) Won't catch discrepancies in their plans. and b.) Won't be a support group should you have questions or need help. 2.) Similarly, Don't rely on "his" recommended parts list blindly. Study and research them yourself. Know exactly what you need for your engine choice.

Order parts from a reputable dealer after discussing your situation. You don't need costly extra parts. 3.)

One of my clients encountered an Inspector who on final inspection declared with authority, that's beautiful work, but "You don't have the Official FAA approved WHITE tie-wraps required." In frustration, the builder asks, And when did color of a part become it's quality control designator? Remember this gentleman has probably not built an aircraft himself. 4.) Concerning a different inspection of a Home-built aircraft, an

Inspector criticized the dip-stick coming up thru the cowl and seal by saying "That won't pass. It needs a safety on it." "Why asks the builder, when this very same



dip-stick structure and function IS approved on Lycoming and other engines on Certified aircraft? 5.) Another Inspector critiqued the data plate on his Experimental by saying, "That won't do, it has to be made from something that won't burn!" He recommended stainless. "Why?" implores the builder, when aluminum plates are still the approved standard on

Commercial as well as Certified aircraft not to mention world-wide manufactured parts.

"Are they supposed to last 100 years on Experimentals?" 6.) An older aspiring builder recently

purchased a Sonari quick build kit. He apparently assumed his detailed paper plans were like a template. Just lay the printed drawings over the metal sheeting and punch holes where the dots are. He got all upset when few of the holes matched adjoining skins, meaning he ruined some very good aluminum sheeting into scrap. Gary says, Don't do it, - or be tempted!! Learn the correct way BEFORE you start making holes."

7.) Gary says he can't thank the EAA people enough for the excellent teaching materials methods and skills they continuously up-date, especially in Sport Aviation, a huge improvement over ten years ago. The information for builders is there not only thru their materials and articles, but thru their outstanding network, whether by telephone or e-mail.

Jack Brewer advises: Be sure you use the correct baffles for your engine and model. They are NOT interchangeable. Baffles from a 320 won't adequately cool a 350 Lycoming. To adapt baffles just because you have them laying around is poor judgment.

Paul Dannenberg offered tips to aid builders who may be judged at Oshkosh. 1.) When you test your Compass for cockpit electronic influences or variation, be sure your Compass Correction Card is right there visible on the Compass. 2.) A label must be put on each fueling port identifying fuel capacity, how much each tank will hold when full.

Chet Uncapher about aluminum corrosion asked, "How much corrosion can be in a metal wing, and how do you determine that?" Some tips surfaced. 1.) A dark ring around a rivet head could mean it has loosened. 2.) You could lightly tap a suspected rivet head with a hammer and punch. Corrosion

underneath will let it pop off. 3.) Also, any type of alcohol left on aluminum will start corrosion over time.

Break

2009 Project Reports and Up-dates

Scott Degaynor is focusing on the cowling of his Speed Dream'n II both inside and out. On the outside he's continuing tufting and airflow research. On the inside he's addressing improved cooling. He showed a snap-on hose fitting he built up for the heater box. He is also running a cooling hose to behind the dash electronics. My D-1 is a bit heavier with the additional



electronic improvements, but is still hands off. I'm getting used to the new True Track auto pilot.

Bill Scheltema gave several behind the scenes details about his Mustang II article featured in last month's Sport Aviation Magazine called "Folding Wings and Wallpaper" He related how relatives in Florida responded and what transpired to become an additional Christmas present from his wife.

Paul Overbeek showed the aerodynamic gear leg cuff he fabricated from carbon fiber for his Long-Ezy. He has it jacked up and is using a laser light to get the cuffs aligned.



Someone said a DuPont product will take the glue off when working set-ups with Duct or other tapes for mock up parts.

Phil Michmerhuisen admitted he has another project going.



Tom Brownlee presented his project of interest, "How To Run Your Car Engine On Water".

A discussion followed on alternative fuels. One car was seen driving thru Hamilton, MI. after WW II. A pill was used as a catalyst with the water. Some had heard that that set up was potentially corrosive to engine and carburetor components. Also many plants and Kudzu were thought easily converted into ethanol, but so far not. Perhaps the drawback here is the significantly lesser BTU equivalent ethanol has than regular gasoline.

Lin Light is continuing to tear down his newest reconstruction project. Although instructions on his plans are in either Swedish or German, he thinks he can get additional help from owners in California and Florida.

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Mystery Aircraft



Looks a bit heavy to be an airplane...



Last months mystery was a festive Pietenpol at the Christmas Party

Chapter 211 Minutes of January 2, 2008



John Hunt is readying his side-by-side GyroCopter from Canada. A pusher, it uses a Geo 3 cylinder engine. Called a Busy Bee, the gear drive is made in Germany and claims to be a weekend project to assemble. He's looking for a gyrocopter instructor.

Paul Dannenberg has started work on a Pitts of his design. He says it will be 3 inches longer and 2 inches wider .

Chet Uncapher is readying his Piper Arrow for an annual next week. His Starlight project is currently on standby as he continues to monitor his Ultra-



Piet's diet using Roger Mann's plans. The electric starter will go.

The meeting was adjourned at 9:45 pm.

Secretary / Treasurer

Alfred A. Smith



EAA Chapter 211 Calendar

February 6	Meeting
March 6	Meeting
April 3	Meeting
May 1	Meeting
June 5	Meeting
July 3 or 10	Meeting



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