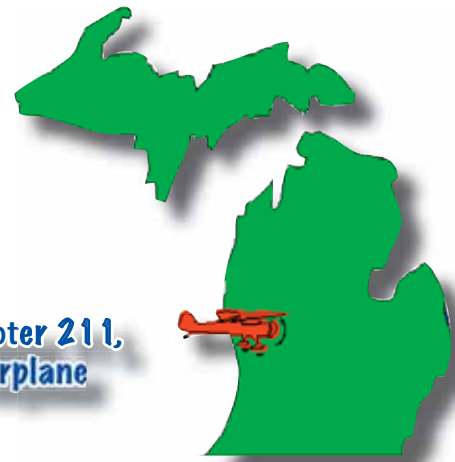


October 2010

# Hangar Talk

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



MEETING FRIDAY OCTOBER 1<sup>ST</sup>, 2010

## MEDICAL

The EAA Chapter 211 meeting will be Friday, October 1<sup>st</sup> at the clubhouse at the Grand Haven Municipal Airport. The programa visit and presentation by Dr. Greg Pennell M.D.. He is a FAA Aero Medical Examiner, USAF Reserve Flight Surgeon, Internist, College Professor at WMU School of Aviation at Battle Creek. He will be flying up to Grand Haven at about 7:00PM in his Cherokee 6. I talked to Tom M. and he will be starting his program right after the Pledge of Allegiance. There will be a heavy turn-out of members and guests. His program about FAA medical certification will generate many questions and much discussion, I guarantee!.

### Air Force Museum Trip Update

By the time you read this the trip to the Air Force Museum will be history (postal newsletter) or underway (email newsletter). Expect to hear an update at the meeting and a report with photos in next months newsletter.

### Project and parts available

Be sure to check out the projects and parts available on page 3

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### Contributing this month

## Prez Sez

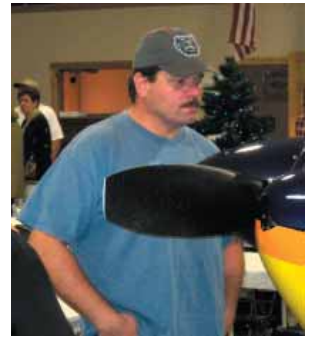
With October here I can't help but think that just around the corner is old man winter, so get your planes out and fly see the fall colors. Adam needs help from all of us with the web site. Adam needs Information from us Photos, Plane Data, Project Data with Project photos Oshkosh photos or info about the club. With us having a few dollars in the Bank I'm looking for Ideas of anything the club needs a tool, Maybe a event? or something for the clubhouse?

We need 2 Board members, only 1 meeting per month could you fill a spot

Christmas party has a tentative date of December, 4th at John Gill's hanger. Thank you once again John for your generosity!

Tom Marotta

President - EAA 211



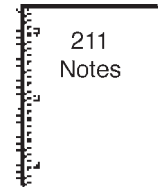
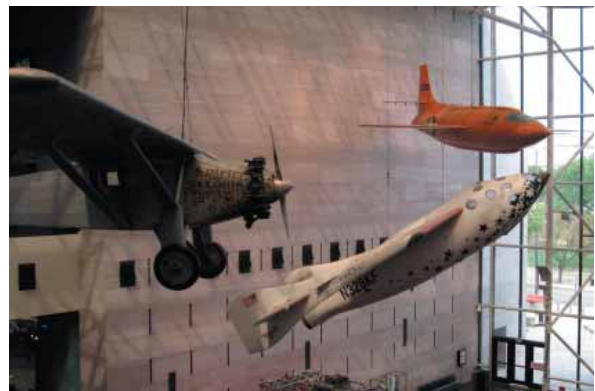
## Editors Notebook

October... Time to enjoy color tour flights.

The newsletter deadline is too early for a report on the trip to the Air Force Museum. I am sure that it will be discussed at the meeting

Earlier this month I took a vacation to Washington DC. One of my stops was the Smithsonian Air and Space Museum. I had last been to Washington, and the museum, in 1981. It was interesting seeing the Wright Flyer, the Spirit of St. Louis, Apollo 11 capsule. This time I also got to see some aircraft that I had been closer to, SpaceShipOne and especially Voyager. In 1985 I was out at Mojave and talked my way into the Voyager hangar on a day it was supposed to be closed; I spent an hour or so talking to a retired Rockwell engineer working on the project. He let me get up close and personal with the plane. He also moved the wing tip up and down until he found the frequency that would make both wings move way too much. I also saw the rear cowl and figured out that the rear engine would be water cooled before the news was supposed to be released. I agreed to keep the secret. Interesting stuff for a young engineer.

*George*



## RV-8 PROJECT NEEDS FINISHING!

Hurricane Katrina changed my life and caused events that have sapped my enthusiasm for working on my RV-8 project. Having just reached the age of 67, I have realized that my building skills will not allow me to finish this project alone in a time frame that will allow me to fly it before I lose my medical. Therefore, I would like to either sell the project or hire someone with good building skills to finish it.

Most metal work has been accomplished and all components have been primed. The fuselage is a fast build kit. The wings and tail are virtually completed. I have a brand new Superior IO-360 engine for power. I am looking for either someone who would like to buy the project or someone who would like to finish it for compensation. I have a nearly new cargo trailer into which I can deposit the entire project and take it to a buyer or a builder. I can also be available to

work on it – particularly when another set of hands is needed. Finishing it in Michigan will require a suitable workshop that doesn't cost me an arm and leg.

If you have any interest in discussing either, please contact me, so we can talk about it. If you are a prospective buyer, I will be looking only to recoup my out of pocket cost and no compensation for all the labor previously invested. For the prospective builder, I will front all material and equipment costs and make progress payments for your labor, but I will want to set an agreed price once you have had a chance to evaluate the remaining workload.

JOHN WILKES  
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**Horizontal Stabilizer / Elevator off of a Piper PA-44-180. Year 1978; Serial Number 44-7995136.**

This plane was damaged beyond repair and this was salvaged off of it. It was left in a garage of a business after the business was sold and has set in the rafters for at least the last 10 years. The business has done some cleaning and wants to no longer store this. It looks to be in good condition with no dents or visible corrosion (I did not disassemble it and am not an A&P). If interested call 231-773-3261 and tell them what it's worth to you. Local pick up only. It is located in Muskegon Michigan.





## EAA Chapter 211 September 10 Meeting Minutes

The meeting was called to order by President Tom Marotta with the Pledge of Allegiance. The minutes of the last meeting were approved and the treasures report given and approved. There were 25 members and 3 guests in attendance.

Tom reported on the Tri-Motor final figures. When all was said and done we gained \$1050, a very successful event.

Flight advisor Ken Dannenberg was busy and unable to attend. There was some general discussion about the plane that landed in the cornfield. The understanding was that both pilots were instructors and the engine quit.

Technical advisor Jack Brewer noted that a radio license is not needed in Canada. The new ELT's give the location of the aircraft within a few feet by the third beep. The owner of

the aircraft needs to have their phone number up to date.

Chet mentioned the need to reregister aircraft every 3 years, cost is \$5.00. The AIR TOUR will be at Tulip City.

Scott talked of sending materials for medical issues to the Chicago FAA office. Make sure everything is in EXACT order and send it UPS or FEDEX. DO NOT MAIL AS IT WILL SET IN THE MAIL ROOM.

John Wilkes was living in Mississippi but now moving to Michigan as a result of Katrina. He has an RV-8 that would either make some one a good project or he would be interested in some one possibly finish it for him.

Bill S. wondered if homebuilts need equipment list for a ramp check. A photocopy of your last inspection, the sign off page with

signatures, would be useful and save a lot of future paper work.

Tom M asked if it would be a good idea to give airport manager, Tony Smit an honorary membership. Scott made a motion that we pay his national membership for two years. Chet amended the motion to a family membership. Passed.

Walt C talked about the Dayton trip and leave time and stops. Next month Dr. Greg Pinnell will be here and talk about medical issues. He is a private pilot, USAFR Senior Flight Surgeon, and aviation medical examiner. There will be a lot of up to date information and discussion of several medical issues.

Dan B gave a talk with many pictures of his RV-9a. The weight was 1080 including the 40 pounds of leather interior.



**Tri-Motor at the Smithsonian**

# Mystery Aircraft



This month's Mystery Plane is in Washington DC



Last month's Mystery was the panel on N74KD. Nice work Ken

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# Tri-Motor



### EAA Chapter 211 Calendar

October 1 .....	Meeting
November 5 .....	Meeting
December 3 .....	Meeting
December ? .....	Christmas Party

**Yes Phil, there  
is a Cub in the  
Smithsonian**



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