



March 2018

# Hangar Talk



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

**Meeting Friday, March 2, 2018, 7:30pm**

EAA Clubhouse, Grand Haven Memorial Airpark (3GM) 16446 Comstock St, Grand Haven, MI 49417

## **The Most Beautiful Airplane To Never Fly And the Endeavor to Resurrect Bugatti's Dream**

The remarkably innovative Bugatti 100p was perhaps the most beautiful, and the most historically-significant, airplane that never flew.

By the mid-1930s Ettore Bugatti was a well-known and highly-regarded European entrepreneur and industrialist. Born in Italy but living in France, he was also one of the first global celebrities. Known primarily for the fast and elegant automobiles that won at Monaco and Le Mans, Bugatti's interests also extended to rail, shipping, and aviation.

Sometime in the mid-1930s, Bugatti discussed with Belgian engineer Louis de Monge the possibility of

**Continued on page 3**



### **Prez Sez**

Hello,

Hello, I hope everyone got a chance to enjoy the brief taste of spring.

Drones and drone safety have been hot topics recently. It appears that the threat from drones has gone from theoretical to actual with a helicopter crash in South Carolina being attributed to maneuvering in order to avoid a drone.



For those who missed Kyle Underwood's talk at EAA145's February meeting, he had a YouTube video showing safety violations in GRR airspace. If you see a potential violation, the FAA asks that you report it to local authorities.

Fly Safely,

Larry Schwartz  
EAA Chapter 211 President (2018)

***"Perfection is achieved, not when there is nothing more to add, but when there is nothing left to take away."***

-- Antoine de Saint-Exupéry, beloved French author and World War II P-38 pilot.

# Contacts

## Officers for 2018

**President:** Larry Schwartz  
616-334-7285  
spamcetera@yahoo.com

**Vice President:** Bill Verduin  
616-403-1666  
wverduin@yahoo.com

**Treasurer:** Ken Gleason  
616-502-1331  
kenlynneg@sbcglobal.net

**Secretary:** Paul Overbeek  
616-430-6860  
Pauloverbeek@charter.net

## Executive Board for 2018

**Bob Vink** 616-405-6637  
JBDesign-RV@sbcglobal.net

**Brian Greene** 616-405-0271  
brianandkellygrn@att.net

**Dale Hagen** 616-260-4990  
hagenphoto@yahoo.com

## Technical Counselors

**Jack Brewer** 231-798-3799

**Gary Van Farowe** 616-875-8670

## Flight Advisor

**Brian Green** 616-405-0271

## Librarian

**Vic Matthews** 616-887-7385

## Young Eagles Coordinator

**Warren Roosen** 231-750-7399  
roosenwc@gmail.com

## Fly-out Coordinator

Position open

## Keeper of the Scales

Position open

## Communications:

Newsletter/Website

**Dale Hagen** 616-260-4990  
hagenphoto@yahoo.com

## Website address:

www.211.eaachapter.org

# EAA Chapter 211 Meeting Minutes – 2018-02-02

Submitted by Paul Overbeek

## Attendance: 14

## Call to order and Pledge of Allegiance – 19:30

The Feb. 2 Chapter 211 meeting was called to order by President Larry Schwartz.

## Attendance and Visitors:

A total of 14 members and 0 visitors were in attendance.

## Event and Meeting Dates:

March 2, 2018 - Regular meeting. - "The most beautiful airplane to never fly."

April 6, 2018 - Regular meeting. - "Building a Wag Aero Sport," by former Chapter 211 member Wayne Kekstra.

May 4, 2018 - Regular meeting. - To be announced

June 1, 2018 - Regular meeting. - To be announced

June 2, 2018 - Young Eagles Event, Grand Haven Memorial Airport

July 6, 2018 - Regular meeting. - To be announced

July 14, 2018 - Young Eagles Event, Grand Haven Memorial Airport

## Previous Meeting Minutes:

A motion was made, seconded and passed to accept the December 1, 2017 meeting minutes.

## Treasure's Report and the Past Month's Expenses and Receipts:

We currently have a total fund balance of \$2,637.00. Before today's donations, we have \$2,583.00 in checking and \$54.00 in petty cash.

Motion was made and seconded to accept the treasure's report, and was unanimously passed.

## Local Chapter Membership and Dues:

We currently have a total of 31 paid members for 2018, consisting of 24 Eagle Level members, 6 Airman Level members and 1 Ace Level member.

We have about 14 or 15 members from 2017 who still haven't renewed their membership for 2018. If you have not paid your 2018 dues, they are now *past due!*

To renew your membership for 2018 we need you to not only pay your dues, but also complete the new Membership Form. See page 3 for directions.

## Technical Reports:

Neither of our technical advisors, Jack Brewer and Gary Van Farowe, were present, so we had no technical reports.

## Old and New Business:

There was no old or new business.

## Coffee Break – 20:10

Coffee, Cookies and social time!

## Program:

Bill Verduin presented a short video on the progress he is making on his RV7A.

Dale DeWeese reported on his experience of flying the RV9A he purchased in Oregon back to Michigan.

John Boer showed pictures of his repair and restoration of a crashed RV9A and the replacement of the Subaru engine with a Lycoming.

## Adjournment:

The meeting was adjourned at 21:30

**Continued from page 1** ...designing a record-setting airplane around Bugatti's powerful racing engines. After some study, de Monge responded that it would in fact be possible to design such a plane.

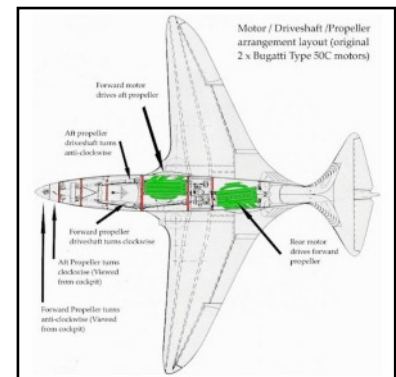


The result was an Art Deco masterpiece designed to set records at speeds above 450 mph. Vastly underpowered compared to other air racers of its day, Monge sought a design to more than even the playing field via aerodynamic efficiency. Virtually every aspect

of the airplane broke new ground. The slender, streamlined fuselage housed a pair of supercharged straight-eight Bugatti Grand Prix engines powering contra-rotating propellers. The wings swept forward, not back. The empennage was shaped like a Y, with a V-tail and a ventral fin, and the elevators doubled as rudders. There was even an automated flight control system—an analog computer, if you will—that was meant to prevent the pilot from making a fatal mistake.

Bugatti predicted a new airplane built around his auto racing engines would outperform anything in the air. A marketing genius who relied on performance to sell cars, he persuaded the French government to fund his vision for a

**Continued on page 4**



## 2018 Dues are Due

Dues were due by January 1, but if you haven't paid yet, we will accept them (cash or check) at the March 2, 2018 meeting. Click the link below to complete the required form. It will open in a new window. Once you have completed the form, click Submit.

Then, either bring your dues to the meeting or mail your check, made out in the appropriate amount, payable to:

**EAA Chapter 211  
16446 Comstock St  
Grand Haven MI 49417**

Here is the link: <https://airtable.com/shrTGs8WdeoXZxsfl>

If you come to the meeting with your dues but haven't filled out the Membership Form, you will need to do so at the meeting. One of the important pieces of information we need is your EAA#. Please, either know your number or have your EAA membership card with you so you are able to complete the form. Thank you.

## Official Membership Roster

One of the reasons for this form is simply to update our records. But another reason is we are going to publish an Official Membership Roster in 2018, complete with photos ('head shots') of our members. This Official Roster will only be available to other Chapter 211 members, and may, or may not, be free of charge. We really want it to have accurate information.

## Membership Levels

Another thing you will notice about the membership form (under Payment Information) that is different from the past are the different membership "levels."

**Student \$0:** If you are 18 or under, and a student, you can join for free. The **Student** level gets you a free newsletters and access to all events, but no voting rights.

**Eagle \$25:** At the **Eagle** level you get your newsletter for free, access to all events, and voting rights.

**Airman \$50:** At the **Airman** level you are entitled to all the benefits of the Eagle level, plus you will receive a free Official Membership Roster (when they come out) and a special name tag that attaches by magnet instead of a pin.

**Ace \$100:** At the **Ace** level you are entitled to all the benefits of the Airman level, plus you will receive a certificate for a special portrait session of you with your airplane by professional photographer, Dale R. Hagen.

Whatever membership level you choose (except Student), is up to you. The higher levels will help out the chapter, and the bonuses are nice, but you may just feel generous, and that's a very good thing too!

A big thank you to those members who have chosen Airman and Ace membership levels. Of the 2018 memberships so far, we have

**Invite a Friend**

**Continued from page 3** ...race-winning, record-setting airplane. Properly developed, the prototype would form the foundation for a mass-produced defensive fighter plane to be built at Bugatti's Molsheim and Paris factories, and thereby generate much-needed revenue for his financially-ailing empire.



But before the airplane could be finished and flown, World War II erupted, and the Bugatti became one of the great what-if stories in the history of aviation. In June 1940, with Paris about to fall, the airplane was dismantled and hidden on Bugatti's estate to prevent it from falling into the hands of the Germans. Later, it came to the United States and was restored for static display. Today, it resides at the EAA Aviation Museum in Oshkosh, Wisconsin.



That's the quick back-story, but this program, presented by our own Dale Hagen, more than anything, is about a man known as Scotty Wilson (above), who was determined to assemble a team, build, and eventually fly a faithful, if not fully authentic, replica of Ettore Bugatti's and Louis de Monge's mesmerizingly beautiful *aéroplane*.

This would not be an easy task. This was no kit plane, folks! And this is a saga you don't want to miss!

**Invite a Friend**

## Spoiler Alert!

If you don't know already, this story has a sad ending. Although I don't intend to dwell on it in the program, understanding the cause of the crash that took Scotty Wilson's life, informs us of just how challenging it is to design and build such a radically new aircraft. There is no margin for error and no substitute for adequate testing. It's no wonder proven designs and kit airplanes are so widely preferred by today's home builders.

If you are interested, here are links to some very informative reports about the crash.

<http://bugatti100p.aero/wp-content/uploads/2017/11/Bugatti-100P-Crash-Investigation.pdf>

<http://bugatti100p.aero/wp-content/uploads/2017/11/NTSB-Factual-Report.pdf>

<http://bugatti100p.aero/>

<https://dms.nts.gov/pubdms/search/hitlist.cfm?docketID=60586&CFID=1363325&CFTOKEN=ea6dfda1d0e98695-FFA182BA-0F81-4F5C-76656534780F3F81>



## EAA Chapter 211 Member Projects in Progress:

Ken Allen – RV 6  
Ed Cech – RV 9A  
Paul Dannenberg – Pitts  
Scott Degaynor – Bede 4  
Scott Dykstra - RV 7A  
John Gill - Acro Sport

Brian Greene – RV 7A  
Tom Marotta – Velocity  
Gary Moshluk – Aero Commander  
Bill Vandermolen – 4-place Cub (FINISHED!)  
Bill Verduin – RV 7  
Bob Vink – Fisher Youngster & RV-12 (FINISHED!)  
John Wilkes – RV 8 (FINISHED)  
Dale DeWeese – RV 9A  
John Boer – RV 9A