

October 2008

# Hangar Talk

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



## EAA Chapter 211

### MEETING FRIDAY OCTOBER 3<sup>RD</sup> WACO CLASSIC

The EAA Chapter 211 meeting will be Friday, October 3<sup>rd</sup> at the clubhouse at the Grand Haven Municipal Airport. The program will be by Peter Bowers, owner of Waco Classic Aircraft Corp. in Battle Creek. Waco Classic builds the WACO YMF-5 airplane built in Battle Creek.

Chapter 211 members are invited for a tour of the factory on the south east corner of the Battle Creek airport on Saturday, October 4<sup>th</sup>, the day after the meeting. Fly or drive depending on the weather. More information will be available at the meeting.

#### **Project Visit**

There will be a project visit Saturday, November 8 to Ken Dannenberg's house to see the progress on the tri gear 0-360 powered Cougar.

#### **Officer Election is coming soon...**

The board is contacting Chapter 211 members about becoming officers for 2009-2010. If you are contacted think about it, then say yes.

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#### **Minimax First Flight**

Bob Vermeulen reports that the MiniMax has flown. Jim Fields was the pilot for the first flight.

The plane is powered by a two cylinder, 4 cycle engine from a Citroen 2CV, it puts out 35 hp and burns less than 3 gallons per hour. The plane cruises at 75 mph and stalls between 35 and 40 mph

Bob has posted video of the first flight at:  
<http://www.youtube.com/watch?v=T9K9YM1ZGGg>  
Congratulations Bob!



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BOB VERMEULEN

## Prez Sez

How time flies! It seems summer just started and now September is almost over. This fall has had allot of good flying weather except for the Air Tour weekend when Chet and his space cadets queered the weather. I have to give Chet credit for the tremendous job he did organizing everything and for driving around to all the airports because flying for normal people was not possible. I am sure Patty had a large part in all the organization as well. I even won a couple of cans of window cleaner at the banquet, so if any of you have bugs on your canopy, I'm your guy.

I hope to fly down to Rough River, Kentucky this weekend for the annual canard flyin. The weather looks good so far (Chet's not involved) and approx. 60 to 80 canard type planes are expected. The flyins that are close are getting scarce. The only ones I know of is a pancake breakfast in Berrien Springs on Sept. 28th and a Young Eagles event at Sparta on Oct 11th. If you know of any others, bring it up at the next meeting on Oct. 3rd.

I have been checking on the new 406 ELTs that are coming out. The existing 121.5 ELTs will no longer be monitored by satellite after Feb 2009. They will still be monitored by ground receivers, but it will take much longer for someone to find you than before. The new 406 ELTs can have GPS in them, which will locate you very quickly and accurately. There are several options for the 406 units including handheld manually triggered ones. I think this is the one I am going to check out because you can take it anywhere. There is another option called APRS, but it is a function of the ham people and you need a ham license to operate it. It is said to be much cheaper and your family can track you in real time on the internet. Do we have any ham people who can explain how this works? One advantage of this system is that it tracks all the time emergency or not.

The season of elections is coming up, so don't be surprised if you get a phone call. I am not warning you in advance so you can polish up your excuses, but rather to give you time to ask yourself why you shouldn't be involved in the operation of a hobby that we all enjoy. The only acceptable excuse I can think of is a death in the family and it is you. Anyone and I mean anyone who is alive and well can do the job. It is a fun club, it is supposed to be a fun club, and with the co-operation of all the members it will always remain that way.

Cheers,

*Paul*

President - EAA 211





## Oshkosh!

Cliff Cole provided some photos from Oshkosh. Not all of these are Chapter aircraft



## Chapter 211 Minutes of September 5, 2008

President Paul Overbeek started the meeting at 7:30 with the Pledge of Allegiance.

A visitor Dave Thomas was introduced. There are approximately 30 in attendance.

The Treasurers Report and the Minutes in the Newsletter were approved and accepted.

Chet Uncapher reviewed the flight plan and itinerary of the Michigan Air Tour.

Chapter Service Awards were awarded to officers; John Gill and Lin Light, Librarian Vic Matthews, and Young Eagles coordinator, Chet Uncapher.

Several local Aviation Clubs invited Chapter 211 to their activities; Breakfast, On Sept. 6 Marshall; One at Murphy in Urbana and One on Dec 20th at Alto's Winegart Field.

An invitation and directions were given to Sept. 6th West Michigan Aerobatic Show of RC Airplanes, from electric to jet, at the Pond off State Road in Nunica.



The Grand Rapids Press on Sept. 4, in the Region Section gave recognition to Jason Petroelje for his 1917 Macci Italian Flying Boat Fighter, a 3/4 Replica, a very nice tribute!

Bill Scheltema will get a copy to display framed in the Clubhouse.

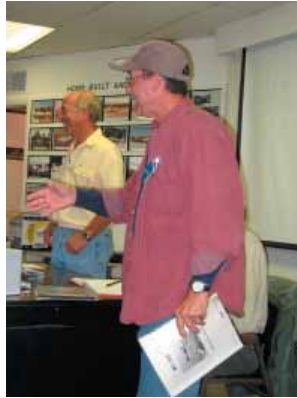
Jack Brewer gave the Tech Report.

Chet Uncapher gave the Young Eagles Report saying Jack Lewis, a wheelchair pilot flew over 900 students working thru Mary Freebed. In his case, a family member always rides with the child flown.

Bill Scheltema Reported on the New 406 Megaheertz ELT. Copies of an article run by AirVenture Today on Aug.2nd, (p.35) were passed out.

Comments and discussion were entertained around why the want to change. If questions, Call EAA Technical Services at 888-322-4636.

Lin Light reported on his recently purchased Swedish MFI-9, tracked down on <Dad's Last Airplane.com>. Says he has a lot of stare time on it. He's communicating with someone in Ann Arbor and in Sweden as to how to finish the build. It was certified in Europe although originally were built



in the USA. It's 85% complete, and to avoid any problems, got a signed Bill of Sale. The Bill of Sale topic prompted a meaningful discussion.

Bill Scheltema reported about a New kind of Bill of Sale, noting that the best is with the builders Signature but that the Executor also has power of attorney as in the case of pilot Father Tom Dejong who recently suffered a stroke.



Bob Vermeulen Reported on his MINIMAX that flew the First Flight. Jim Fields helped and was Test Pilot. Congratulations Bob!

Chet Uncapher gave an update on his Pietenpol "Weight Loss Program".

Ideas presented were to 1) take off the starter 2) use fiberglass main wheels he displayed 3) a lighter tail wheel and 4) remove the turtle deck, which together now is at 265 lbs. He needs to loose 11 lbs to be officially ultralight.



Bob Vermeulen hosted a new video of Jason's Second Flight of the 1917 Macchi Italian

Flying Boat with Phil Michmerhuizen's J-3 Piper Cub as chase plane and camera platform. It was a beautiful video. Jason said he changed the trim some. Now the next step, he says, is to fly it to Holland , take the wings off and store it for the winter.

It was noted the Cygnet Floats are still for Sale.

### Break

The Program was a video retracing the 1933 flight of the Sikorsky BiWing named CARNAUBA from Racine, Wisconsin 65 years later to Brazil where the Johnson's had built research and processing plants to provide the main ingredient for their growing Johnson Wax products. No Sikorski planes survived to retrace the journey, so from plans, every detail were re-crafted in 3 and 1/2 years including the engines. To get to Brazil, was in substance, the survival of the Johnson Wax Company.

The Plane flew best at 90 miles per hour, low, just above the tree tops. It had no lights and no radio. The experience flying up the Amazon was to see; 1) the river, 2) the jungle, 3) the horizon, and nothing else.

(See) Time Magazine for the Carnaub flight articles 65 years apart.



# Mystery Aircraft



Your editor is trying to remember who gave him this photo at the meeting....

Last months Mystery was Speed Dreamin arriving at the picnic

## Chapter 211 Minutes of September 5, 2008

Some interesting thoughts gleaned from the Johnson sponsored flights are;

Son, I hope you can make this trip someday.

What you have to do is what you think you have to do.

The journey is awesome.

The ups and downs of any of our life's experiences are much like a series of take-offs and landings, shared by everyone regardless of ones walk in life.

To stretch yourself is to find; New Meaning, New Beginnings, Even Peace!

Set an objective for yourself everyday.

Alfred Smith

Secretary / Treasurer



## Editors Notebook

Autumn, time for color tours, and planning winter projects.

Still no flying, but I got a late summer motorcycle ride in last week. After the rain from Michigan Air Tour weekend passed I rode a figure 8 around Lake Ontario and Lake Erie.

I've been doing a lot of thinking lately about the project in my garage. About a decade ago I bought a Falconar Jodel F12 project, a two place wooden plane. I had figured out that the wing and fuselage would fit in my garage. It does, sort of. The problem is when the 28.5 foot one piece wing is down from the ceiling there is only room in the garage for the plane; the cars and most everything else needs to be outside. However, I want my cars inside in winter, and that is when I have time to work on the project.

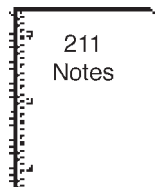
I drew up an addition to the garage that would give me room to work. My dream shop includes a 40'x20' shop and a third car bay on the garage that could store a car or the fuselage. Whenever I get quotes on building I look at the number and realize, not yet. I drew up some options for a smaller workspace, each time that big wing will just not fit.

I bought the F12 project before the light sport aircraft category existed. At the time the F12 gross weight of 1800 lbs. was a plus. Now I look at the 1320 lbs. limit for light sport and realize if I were doing it again I would go with the lighter F11 rather than the F12.

So I have to figure out what to do. Wait a few years? Build the smaller shop and pick a project with a smaller wing?

The latter brings up the next question, is there anyone in the chapter that is interested in my F12 project? At this point I am considering passing the project on to someone who can work on it, cleaning my garage, building a smaller shop, and looking for a light sport design that fits my workspace.

*George*





### EAA Chapter 211 Calendar

October 3 ..... Meeting - WACO Classic  
 October 4 ..... Tour - Waco Classic Aircraft  
 ..... Battle Creek Airport  
 November 7 ..... Meeting  
 November 8 ..... Project Visit  
 ..... Ken Dannenberg Cougar  
 December 2 ..... Meeting  
 December ? ..... Christmas Party

### Bill Taxiing at Oshkosh



### MiniMax Climbout



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