



June 2016

Hangar Talk



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

Meeting Friday, June 3, 2016, 7:30pm

American Eaglet to Visit Oshkosh Air Venture 2016

The next EAA Chapter 211 meeting will be Friday, June 3, 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 feature an old but good video on stalls. Additionally we will have an important discussion, you don't want to miss, about the nearly completed 1935 American Eaglet Chapter Project. See story on page 4.

Prez Sez



One reason I am an experimental aircraft enthusiast is to save money. Well, at least I try to save money. Comparing the costs of certified versus non certified equipment is what I notice most. Also, being allowed to do most of the work on my own aircraft not only is a source of personal pride, it saves a lot of money, too. From the roundtable discussion at the May chapter meeting, I see the "can do" attitude is shared by many of you, too.

Three recent news items caught my experimental/cheapskate attention. One, a NPRM (Notice of Proposed Rule Making) to allow a pilot to use a simulator to meet recent instrument flight experience requirements without an instructor present. The text of FAR 61.57 required the presence and logbook signoff of the instructor, though this was not the original intent of the FAR. This NRPM will correct the

wording and should prompt more simulator training. I believe that a simulator has the benefit of not only being cheaper, but allows for more "what if" situations and easier flight reviews. Being that there is not much difference in certified versus non certified simulators, I hope that the certification requirements for simulators are someday removed as well.

Another promising money saver is that the FAA approved an STC for a non-TSO'ed EFIS display for several certified aircraft. Dynon produces the EFIS-D10, which replaces the mechanical attitude indicator in several models of Cessna and Piper aircraft. Dynon hopes to enter the part 23 aftermarket and compete with the higher cost equipment from the other certified manufacturers. Perhaps the market pressure will bring with it more realistic equipment costs.

And finally, I see that there might be some flexibility in the use of electronic logbooks. It is good to see that the FAA

is finally moving into the 20th century, by acknowledging that modern technology can be just as, if not more reliable than what our grandfathers used.

For the June program, We will watch an old but good video on stalls. I keep hearing from some of my fellow club members on how they fear stalls and spins. I personally enjoy a little excitement, but like all things we do as experimenters and test pilots, we should plan and prepare. This video is fairly short, about 15 minutes, but should be a reminder of what we need to do. I hope we are all a little more confident after watching.

I hope to see all of you at the Meeting!

Dan Whisman
EAA Chapter 211 President
dan.whisman@yahoo.com

"When in doubt, hold on to your altitude. No one has ever collided with the sky." — Anonymous

211 Contacts

2016 Officers

President: Dan Whisman
616-847-8377
dan.whisman@yahoo.com

Vice President: Warren Roosen
231-750-7399
wcroosen@aol.com

Secretary Treasurer: Bob Vink
616-405-6637
JBDesign-RV@sbcglobal.net

2016 Board (2017 Officers)

Earle Bares
616-502-6773
etutek@sbcglobal.net

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

Bob Kenrick
6164025353
bob_kenrick@yahoo.com

Technical Counselors

Jack Brewer 231-798-3799
Gary Van Farowe 616-875-8670

Flight Advisor

Position open

Librarian

Vic Matthews 616-887-7385

Young Eagles Coordinator

Kevin Golsch 248-946-1650
kevin.golsch@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 – 2016-05-06

Submitted by Robert Vink

Attendance: 22

Call to order and Pledge of Allegiance – 19:40

The May 6 Chapter 211 meeting was called to order by President Dan Whisman.

Attendance and Visitors

A total of 18 members and four visitors were in attendance at the May meeting. Our welcomed guests were: Jeff and Ethan Beswick from Grand Haven, Bob Fidler of Zeeland, and Pat McIntyre of Allendale.

Event and Meeting Dates:

Our next regular meeting will be June 3, 2016, in the EAA clubhouse.

American Eaglet Work Sessions, 6pm to 9pm, every Thursday in June.

Grand Haven Aviation Association meeting will be Saturday, June 4, 2016, 9 to 10:30am, in the Grand Haven Airport Conference room. On the agenda will be Dawn Patrol volunteer sign-ups, Coast Guard Parade volunteer sign-ups, and a Coast Guard Parade float construction session after the meeting.

West Michigan Flight Academy's annual "Fly-In" on Saturday June 11, at Riveview Airport, 8am to 12pm. EAA145 will be flying Young Eagles, weather permitting. Please let Dick Foster know if you are interested in helping:

- 1) Flying Young Eagles (discount on fuel)
- 2) On the ground (lots of friends)

If you volunteer, the chapter will treat you to breakfast. See separately attached flyer. Call Dick at (616) 538-8849 to volunteer.

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 April 1, 2016 meeting minutes.

Treasure's Report: May 12, 2016

REFERENCE	CHECKING	CASH	TOTAL
BEGINNING BALANCE 4/31/2016	\$3,627.68	\$36.50	\$3,664.18
Coffee contributions		\$5.00	\$5.00
Deposit 5/12/16 (1 member)	\$23.00		\$23.00
ENDING BALANCE 5/12/16	\$3,650.68	\$41.50	\$3,692.18

We currently have 45 paid members for 2016.

Old Business:

The "hanger" sale was brought up again in conjunction with a donation of a dimpling die set that was donated to the club as a potential sale item.

Technical Reports:

Jack Brewer spoke about the Cirrus that crashed with fatalities.

Minutes continue on page 3

Minutes Continued from page 2

Coffee Break:

Cookies were donated by Dan Whisman.

Program: Member's Project Reports

Dan Whisman - working on his Vagabon and cutting aluminum with scissors! What ever happened to aviation snips?

Ben and Jack - installing new mags of Ben's "Chief"

Ed Cech - RV-9A is waiting on G & N Aircraft for an engine and is still building a new panel as well as insulating a firewall.

Al Thomas is working on a "Kit Fox I" project, waiting on an engine, has a 46 T-craft.

Bob Tejchma has a "Champ" in Freemont and a Myrlin collecting dust in his garage.

Eagle update: engine being assembled and in need of an original 90 degree drive for the tachometer.

The Beswick team is completing an RV-9 tail assembly

Bob Fidler - working on a 33% scale P-51 R.C. flyer.

Brian Green - working on RV-7 fuselage that's starting to look like a real airplane.

Bill Verduin - working on canopy for RV-7 and he brought in a homemade custom tool to hold bolts in hard to reach positions.

Dale Hagen reported on the progress being made to rebuild the damaged 1/10 scale F-100 Super Sabre for GHAA's Coast Guard parade float.

Paul Overbeek brought in a three-way fuel line valve that is reportedly an expensive piece of junk and had a recommendation for an alternative unit. Now owns 1/3 of a 150 Cessna.

Bob Vink's Youngster biplane has been pretty much a Hanger Queen and taking second place to his RV-12 project. The RV is to be brought down to Grand Haven by the end of this month. First flight not scheduled yet.

Ben Ennenga - no project, just enjoying flight time in his "Chief"

Scott DeGaynor gave a great stand up comedy act on the fun and games \$\$\$\$ of his BD projects.

Next Month:

Program to be determined.

Adjournment:

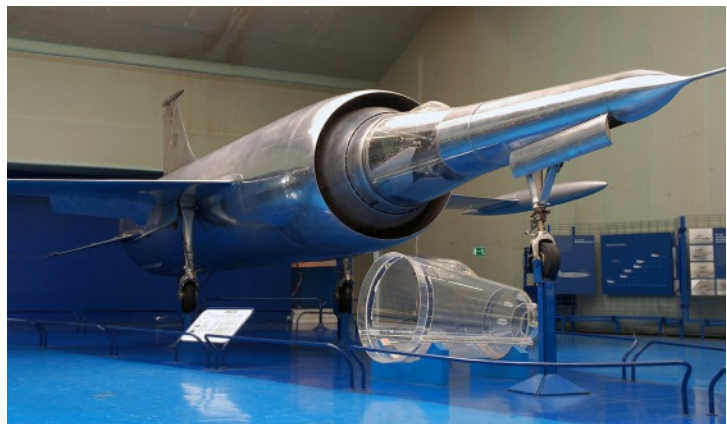
Meeting was adjourned at 21:29



Last month's crazy looking experimental aircraft was the Leduc 0.22, a prototype of a Mach 2, ramjet powered fighter, built in France. First flown on 26 December 1956 on turbojet power alone, the ramjet was finally fired on the 34th flight, on 18 May 1957. Another 80 flights took place before cancellation of the project in favour of the more conventional Dassault Mirage III. Although intended to be a supersonic fighter, the 0.22 proved unable to exceed the speed of sound because of the prohibitive drag induced by its non-area-ruled fuselage at near-sonic speeds. The cancellation of the project marked the end of René Leduc's aircraft development activities.

Specifications & Performance

- **Crew:** One pilot
- **Length:** 18.21 m (59 ft 9 in)
- **Wingspan:** 9.95 m (32 ft 8 in)
- **Wing area:** 22.1 m² (238 ft²)
- **Empty weight:** 6,380 kg (14,040 lb)
- **Gross weight:** 8,995 kg (19,789 lb)
- **Powerplant:** 1 × Leduc ramjet, 14,300 lbf thrust
1 × [SNECMA Atar](#) 101D-3, 7,040 lbf thrust
- **Maximum speed:** 1,200 km/h (750 mph)



The Eaglet is Nearly Ready to Leave the Nest!

Begun in early 2012, EAA Chapter 211's restoration of the 1935 American Eaglet is nearing completion. The story of the beginning of this project is chronicled on our website here:

<http://www.211.eaachapter.org/americaneagletrestoration.htm>

(If the link doesn't work for you, just copy and past it into your browser.)

This has been a long but educationally beneficial project for the many volunteers from Chapter 211 who worked on her. We knew from the beginning, 4 1/2 years ago, that for us, the payoff would come from the learning and experience of building, and not from flying her or keeping her around to admire. No, instead, she will return to her home at the Air Power Museum near Blanksburg, Iowa, where thousands will be able to see her over the next many decades, and marvel at the tiny, simple design of one of the earliest examples of factory-built aircraft for the then fledgling private aviation market.

But one of our our long-held goals has been to have the Eaglet finished in time to make a stop at Air Venture in Oshkosh, WI, to show off our hard work to thousands of appreciative aviation enthusiasts there, on her way to her final home in Iowa.

Gary reports that, although the Eaglet looks nearly finished, there is still a lot to do in the next seven weeks before Oshkosh. But sometime, in that ever-shrinking window-of-time, before we send her off, we would like to bring this story to its fitting conclusion by documenting it for posterity with a group photograph of our Eaglet with all who worked to restore her to her original glory. So, at our regular meeting on June 3, we would like your help in

choosing what Saturday morning we can all meet at Gary's to look her over real good one last time, and take a parting shot with her. Please join us at the meeting to let us know when would work best for you, and then, please show up for the photo on the day we decide to take it.



American Eaglet Project

Thursday evening Work Sessions are scheduled for June 2, 9, 16, 23 & 30. No Saturday Work Sessions are currently scheduled for June.

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



GET IN ON THE FUN
WHILE THERE IS
STILL TIME!

**Please continue to keep Chet Uncapher in your thoughts and prayers!
We miss you Chet, and want to see you back soon (and Patty too).
Write to Chet at: prosperity@uncapher.com**