

November 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 NOVEMBER 6TH FLYING DUTCHMAN

The EAA Chapter 211 meeting will be Friday, November 7th at the clubhouse at the Grand Haven Municipal Airport. The program will be by Phil Michmerhuizen who will talk about the Flying Dutchman low wing single seat Szekely (3 cyl. radial) powered airplane produced about 1929-1931. Both the engine and airplane were built in Holland Mi.

If weather is decent Phil hopes to bring an engine to the meeting

Phil is building a non flying replica of the Flying Dutchman

Project Visit

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

The shop will be open 8:30-1:00, a light lunch will be provided. Ken is located at 4282 46th St., Holland, just outside of Overisel. There is a map to Ken's airplane factory on page 6

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First Flight!

Walt Clawon reports that he flew his RV-6, N8078Q, for the first time on October 7th. Walt adds: *Well, it flies very well; after 5 1/2 hours of flight I am becoming more comfortable with it. Started out with a slightly heavy left wing, but I corrected that by pinching down the trailing edge radius on the right aileron a little. Doesn't take much, and I have it flying true now.*

Speed seems to be as advertised -- it trues out at 181mph at 6500' and 2400 RPM; this equates to about 67% power. I have not tried top speed yet, but it should be about 200mph. I haven't stalled it yet, but I probably will do some power off stalls on my next flight. Walt



The election is coming soon...

No, not that election. The EAA Chapter 211 officer election will be held at the December meeting. Those elected will serve as board members for 2009 and

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Contributing this month

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Prez Sez

I believe very few of us appreciate the freedom we have here in the USA to fly when and where we want to with the minimum of restriction. I was reading an article in the AOPA magazine recently about the flying rules in some European countries. Here is a list of some of them:



1. In Europe in general, avgas is about \$12.00 per gallon, but people still fly.
2. In Greece there are only 15 GA airports and only seven of them sometimes have gas and they only pump for a few hours each day. There is also no guarantee that the airport will be open and you can't land if the tower is not operating or if the fire brigade is not on duty. All VFR flights are on a flight plan and you need to report in every 100 miles. The Greek president of AOPA was incredulous when he was told that most of the US airports do not have control towers.
3. In Europe and in other parts of the world, it is a foreign and even scary concept that people can use general aviation airplanes to travel with very little regulation. While some things are changing there, most countries have different rules. It would be like traveling here if every state had a different set of rules.
4. In Italy the local airport commandante must approve every VFR flight plan before the pilot can take off. He also controls the keys for every aircraft on the airport.
5. You want the airport lights on in France for a night landing it costs \$30.00.
6. You want to talk to a weather briefer in Switzerland it will cost you \$1.50 per minute.

These are just a few examples of what could happen here if user fees get a foothold. They might start small and be for other people, but my experience with any government program is that they always grow and have many unintended results.

Fly Safe

Paul

President - EAA 211

Departing from Battle Creek



WACO Classic Visit

Several Chapter members visited WACO Classic October 4th. Ken Dannenberg, Paul Dannenberg, and Paul Overbeek (with Cliff Cole) flew in, Tom Brownlee and Dale Hagen drove and your editor took a cold motorcycle ride. We saw a new Waco, several Wacos in for inspection or restoration, and other planes being restored.



Chapter 211 Minutes of October 3, 2008

President Paul Overbeek led opening ceremonies at 7:30pm with the Pledge of Allegiance. Several guests were noted and introduced, including our own Craig Westedt who renewed friendships.

Ken Dannenberg gave the Flight Report. Over 50 fatalities were noted among the foul weather accidents this past month. Quite a few were helicopters. More than usual!

Then Ken told about his Cougar's flight returning to Michigan. Nearing the runway, he noticed the oil pressure start to drop. He watched it. It went down a bit, then held. Concerns. What could cause it? He listened intently as he landed. It still held. Upon inspection, he saw streaks of oil going back from the engine compartment. It came from the oil pressure switch which upon disassembly was



discovered to have a ruptured diaphragm. God only knows why it let go just before landing and not at another in-flight time! The part was passed around. The Cougar now has a new one.

Tomorrows WACO plant tour will be from 8 till 10am or from 9 on should fog linger around Grand Haven to slow flights to Battle Creek.

Plans were set in motion to continue with the Election of Officers, three, even though business will keep President Paul

away from next month's meeting.

Chet Uncapher reported on the success of the 2008 Air Tour. In spite of the rain, everyone made it to all fields and functions! Also, more than twice as many products were given by sponsors, so that raffles were held for Nav Coms, Light Speed Head sets, hats and lots of other great stuff for aviation pilots and mechanics, at each "Landing Site" rather than just at the end banquet. It was an overwhelming success, Chet says. This year's theme was Star Wars for those who like to dress up for "the event". Next years theme is The Military with a USO



flavor to be enacted as well.. One wonders how much revenue these small Michigan Airfields have for their communities, some even rural or seemingly isolated .Verified data published by Michigan's Aeronautics Department quotes their annual contribution to be between three and 5 million dollars for 5 of the 6 Airports visited this year. But, get this, - the little airfield at Evert with a Nice long runway, no buildings, no fuel and with no airplanes based there is credited to have an annual contribution of 518 million dollars due to just one business who uses aircraft to ship their supply-on-demand products across our great land! What an eye opener!

President Paul described his flight down and back to Kentucky for the EZ Canard Club he supports. Said it was a nice two hour plus flight.

Bill Scheltema reminded us to not

forget our older members.

Break

The Program

Vice President Paul Dannenberg introduced Peter Bower, the new owner of WACO, an acronym for Weaver Aircraft Manufacturing Company. He gave a detailed presentation and video, answering question as he went. He's a multi-engine rated pilot. He said he followed the industry for years noting their impressive craftsmanship and efforts to maintain certification and improve the WACO at every step starting in 1919, but especially in the 1980's. Numerous models have been made over the years, but the WACO CG-4AGlider is perhaps the best known for it's role during the Allied Invasion in WW II. He says the

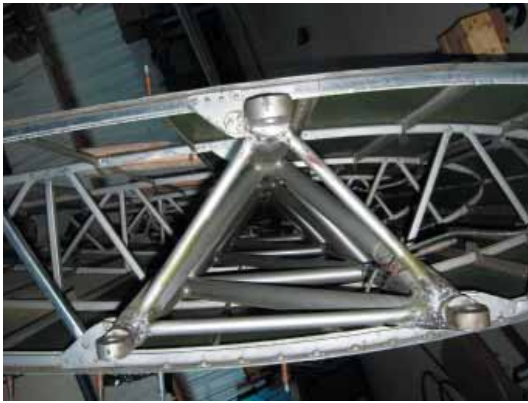


current model we are making is the YMF-5T which is certified. Three were recently completed, one of which is on it's way to Japan. And they have the WACO Jet in development.

Another business venture is to refinish and repaint vintage fabric aircraft for clients. They use ceconite and a new paint product that remains extremely flexible and lasts longer, Yellow is the preferred color of the last several he's completed already.

The Video showed the precise attention to detail with which he is impressively pursuing with WACO. You can order your WACO built to your specifications, from prop, to engine, etc., with as many bells and

Mystery Aircraft



Your editor saw this at an airplane factory...

Chapter 211 Minutes of October 3, 2008

whistles as you want, all the way from with compass only, to all the latest electronics including auto-pilot.

He invited us to attend an Open House at his WACO assembly plant in Kalamazoo, tomorrow. Nearly a dozen showed interest.

Secretary / Treasurer

Alfred A. Smith

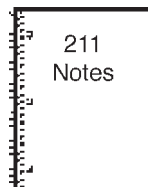
Editors Notebook

I am writing this in the Phoenix airport while waiting for a flight back to Michigan. Going from the 90s to the 40s will be harder than going from the 40s to the 90s.

In my work sometimes I get to see airplane and engine production. It is interesting to compare the big metal plane factories with the WACO Classic factory. Something like the F15 or F18 assembly is a bit different, the plane moves several times as parts are added. But engine assembly, like what I have seen at Honeywell and Rolls Royce, is not that much different. The engines sit on a stand and carts with parts arrive, the parts get added to the engine, and eventually it is done. WACO is similar, but the parts are made in the same room as the plane being assembled. You see the same attention to detail in the people assembling engines or fighters as you do assembling homebuilts or WACO's.

Speaking of details, this month we get to see Ken Dannenberg's airplane factory. This will be a fun visit, Ken builds beautiful airplanes.

George



Bill Scheltema provided the photo of a Church model V-8 248 for last month.

The election... from page 1

officers for 2010. The board is contacting Chapter 211 members about becoming officers for 2009-2010, this is a real phone call, not a machine. If you are contacted think about it, then say yes.

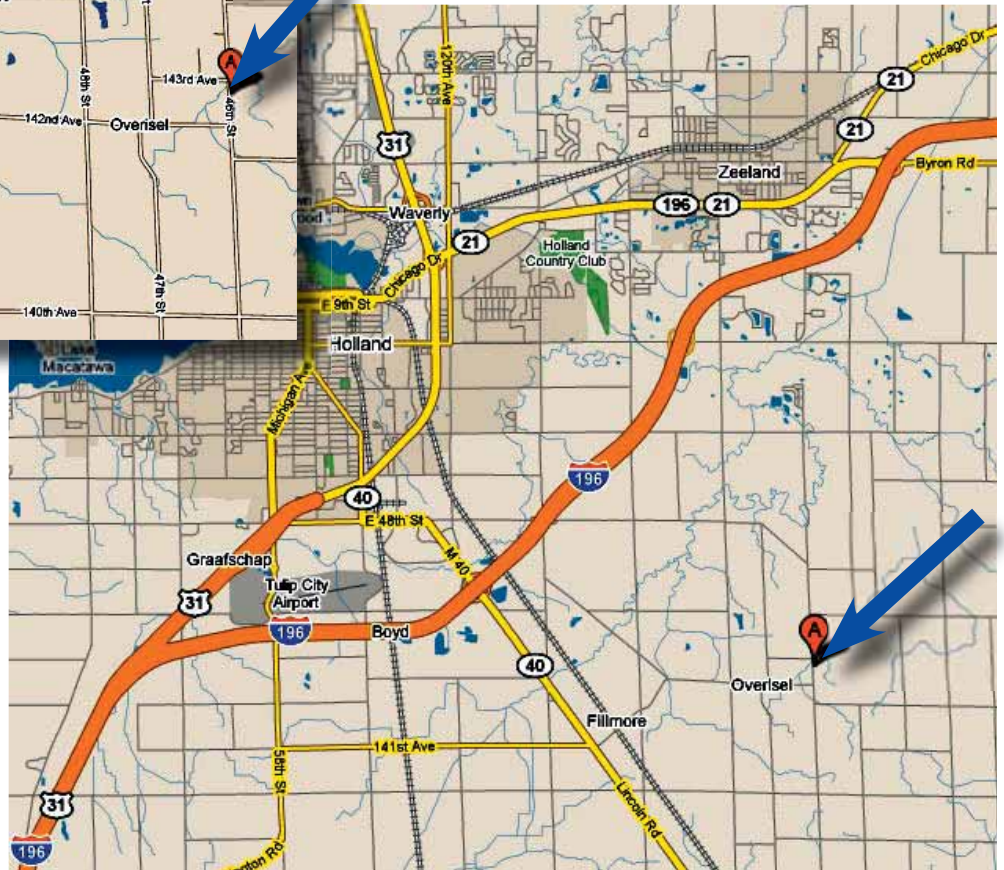
Christmas party

Mark your calendars. The EAA Chapter 211 Christmas Party will be Saturday, December 6th at John Gills hangar at Sparta. It will again be a party for both 211 and the Sparta Chapter.



EAA Chapter 211 Calendar

November 7 Meeting
 November 8 Project Visit
 Ken Dannenberg Cougar
 December 5 Meeting
 December 6 Christmas Party



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