

December 2008

Hangar Talk

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



MEETING FRIDAY DECEMBER 5TH CLYDE BUCKLEY'S PLANES

The EAA Chapter 211 meeting will be Friday, December 5th at the clubhouse at the Grand Haven Municipal Airport. The Board Members for 2009-2010 will be elected. Following the election we will reminisce on charter member Clyde Buckley and the six airplanes he built. The program will be a video of Clyde Buckley's Pietenpol project and discussion of Clyde's various projects. We hope that Clyde will be able to attend the meeting and we promise that we will not elect him to the board if he is there.

Board elections are this month

The EAA Chapter 211 officer election will be held at the December meeting. Those elected will serve as board members for 2009 and officers for 2010. The board is contacting Chapter 211 members about becoming officers for 2009-2010. If you are contacted think about it, then say yes.

Christmas party

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. The Chapter will furnish meat, coffee, and soft drinks. Bring a dish to share. Plan on arriving about 6 pm with dinner beginning at 6:30. There is a map to John's hangar on page 6 of the news.

Project Visit

The project visit Saturday, November 8th to Ken Dannenberg's house to see the progress on the tri gear 0-360 powered Cougar was a success. Many Chapter 211



members including several faces that do not make many of the meetings were there to see a very nice project. This Cougar will be Ken's fast one, with a bigger engine than the taildragger Cougar.

EAA Chapter 211

News from Chapter 211	1
Prez Sez	2
Editors Notebook	2
Chapter 211 Officers	2
Cougar Visit	3
November Minutes	4
Mystery Plane	5
Chapter Calendar	6

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Contributing this month

Prez Sez

It is hard to believe that the year is almost over. I was listening to Christmas music on the radio this week, and somehow, it just seems too early for it to be Christmas yet. I could easily stand a few more warm months, especially if the flying weather is good. Oh well, spring will come too.

We will have election of new officers for 2009 at the December 5th meeting. We have a few possible candidates, but please reconsider what your contribution to Chapter 211 has been over the last several years. Our chapter can only be successful with the participation of everyone.

The Christmas potluck will be December 6th at John Gill's hanger at Sparta. Please plan to arrive approx. 6PM and sit to eat at 6:30. The chapter will provide two meats, coffee, and pop. You will be expected to bring a dish to pass as we do at the summer picnic. The chapter will furnish paper plates and plastic utensils along with disposable cups. You can bring your own utensils and plates, if you prefer.

The program for December will be a presentation to Clyde Buckley, so bring all your Clyde stories to the meeting. Any pictures you might have and could bring would be great.

Merry Christmas

Paul

President - EAA 211



Editors Notebook

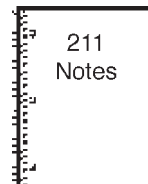
It is a bit amusing sitting at a board meeting seeing the current board going over finding candidates for the board election. For the outgoing officers finding new board members is one of their last duties. For the incoming officers, the folks that they find are the people that will be helping them out next year. At the board meeting before the election they go over the names of people they have contacted and success, or lack of success, they have had in finding candidates for the board. Many years it is like this, a few weeks before the elections it does not look like there are three candidates for the board.

The good part is that when the elections finally take place the members of Chapter 211 come forward and we get a slate of candidates for the new board. So if you have been contacted by a board member and declined a board nomination please reconsider. We need folks to spend the time and support Chapter 211.

December is a busy month but we have two events that should not be missed. The video of Clyde for the meeting is, well, unique. It shows off Clyde's builders skills and a bit of Clyde's personality. The Christmas party at John Gills Hangar is always a good time. I hope to see you all there

Merry Christmas

George



Cougar Visit

Many Chapter members visited Ken Dannenbergs shop for donuts, coffee, conversation, and to look at fine craftsmanship in airplane construction. I liked Kens way of warming and bending the windshield.



Chapter 211 Minutes of November 7, 2008

Chapter 211 Newsletter
November 7th

At 7:30 Vice President Paul Dannenberg led the opening ceremonies with the Pledge of Allegiance in President Paul Overbeek's absence. Two guests were recognized from the Grand Haven Lion's Club.

Ken Dannenberg's Flight report told of 37 fatalities including 4 helicopter accidents last month. And further evidence seems to confirm Fossett died in his crash.

Jack Brewer in his Tech report outlined how the old FAA "bible", CAM-18 was changed to 184313, and in another area, 13-2. Each represents specific Certification guidelines and procedures to annual or repair certified aircraft to maintain that Certified Certificate. Jack says, I tell the inspector I repaired it "this way" then give him the "bible standard" I used. It's the legal thing to do, and simplifies things.

The WACO Company was toured by ten chapter members last month. WACO donated a legal rib to the Club to adorn our wall. Much was learned from WACO's annualing, repair and rebuilding programs.

The Lion's Club presented us with a program they are heading up and asked for our help and support. Next year G.H. Airport turns 60 ! They propose a "60th Anniversary Pancake Breakfast to be held on June 21, 2009. They have already done the ground work with the Airport Supporters Club, City Hall and cleared it with MDSOT in Lansing who proposed the date. Other tentative groups to be asked to participate also with our help are; Dawn Patrol, Wings of Mercy, Civil Air Patrol, Aero Med, G.H. Fire Department, A Live Band, War Birds, Confederate Air Force,

Kalamazoo Air Zoo, Tri City Historical Society, Antique Car Show, Eagle rides, Trolley rides. RC Model plane Show. Concessions, etc.. Weather permitting, crowds could swell to over 800 or more - (a guess.) Plans are to make it a yearly activity after that. They say they already have most of the permits etc necessary. As of press time, the Board is behind it.

Bill Scheltema spoke a bit, and was given a round of applause for the featured article in November's Sport Aviation Magazine titled "Folding Wings and Wallpaper" a comprehensive story line of how Bea, his wife helped him choose which airplane to build, the specific changes he made to his adjustable seats, the baggage area, the slant on the windshield, the seals on his canopy and track, narrowed the wing attachment points so the plane and trailer would be less than 10 ft, move a structure inches yet allow enough space for wing tanks, added a rib in the tank to support pilot and passenger egress into the cockpit, improve on Bushby's folding wing design so that the plane can handle additional G forces and be a one man operation that is foolproof - accomplished in minutes without structural or manual help. It's a must read article. Congratulations, Bill !

Walter Clawson's 160 hp RV-6 flew first Flight on Oct, 7th. It and his RV-3 fit nicely in his hanger. He says the 3 is quicker accelerating, but both have similar flying characteristics. He spoke specifically about the certification process. In effect he said you have to stay ahead of the eight ball in the process all the time. The FAA Inspectors are absolutely swamped by all the repairs, annuals, maintenance etc. Call them ahead of time with extra time in your favor. He built with

a certified engine and a certified prop which gave him a 25 hr fly-off / test time in Phase One (40 hrs if not certified). But, think ahead, what's within your "test area"? Is your take-off point also the only landing point in your area? You may need to expand your distance to 40 miles (Allowable) to give you safe alternative landing sites should anything go wrong, which is why FAA insists on THAT amount of time. But, don't expect to leverage your waver (to 40 miles) when you call FAA to schedule your fly-offs. It's NOT a package deal. If you do, thinking you can just change it at the last minute, it won't happen. The extra miles and why, acceptable, must be specified and worked out ahead of your request for permission to fly Phase One. Then when completed, there is Phase Two, giving you more freedom.

Bill Scheltema talked some about Charter member Clyde Buckley.

Lin Light gave his update on his NF-I recently purchased "Orphan". He got another opinion from our own Jack Brewer. Suspicions were confirmed. What didn't look right went deep beneath the skins in more than one area, engine mount, landing strut, isn't there supposed to be a part attached here?, and are these the right rivets for this? Lin says he's resigned pretty much to take it all apart and reconstruct it. Says, "I don't want to embarrass anybody from my club".

A Loran GPS with big screen, one year old, is for Sale, - \$500. or best offer.

Tomorrow 8:30 to 1 is Open House at Ken Dannenberg's. Come see his other Cougar project.

- Break- - The Program -

Vice President Paul Dannenberg introduced our club member Phil

Mystery Aircraft



Your editor saw this at an airplane factory....



Last month the mystery was the wing of a Spartan Executive at Waco Classic

Chapter 211 Minutes of November 7, 2008

Michmerhuizen, a Concrete Contractor, now retired. Phil said he had embraced the intriguing idea for many years that anything could be made out of concrete, which someone did eventually, a car, boat, but his dream was the J - 3 Cub. Of coarse the secret is in the How. So he began to experiment. He wanted a working model. But if not the whole plane, then a part of it? And he did. He fashioned a knob out of concrete for a lever in the J-3 cockpit. It got passed around, a polished trophy from Phil's profession.

Phil and his wife made several trips to Alaska, one in 1980, and again in 1992, also, around the U.S. For the Show and Tell portion, he displayed the radio's used on those trips. The earlier was a Motorola Airboy hand held measuring 4x4x4x12 inches long using 5 crystals that gave them 5 frequencies, he said. By 1992 the radio was voice activated and quite something.

One of Phil's hobbies over the last 40 years is to collect several models of the 3 cylinder Radial "Zeke" engine manufactured by the Szekely Aircraft and Engine Company in Holland Michigan. Phil gave a mini-seminar on the Szekeley engines from 30 to 55 hp which were quite good. One fellow is still flying one. Says he has over 1,000 hours on it. The company went bankrupt in 1933. Several were

Certified engines. Phil showed a brochure that advertised the plane as The Flying Dutchman with a picture of a model offered in the 20's. Says he hasn't found official full sized plans yet. He's reverse engineering the plane from that picture. He thinks the fuselage etc. was made of tubing and fabric. So far, none seem to have survived to tell. Phil has completed the 28 ribs for it, using a Gugenheim 387 Airfoil for the wing. Phil says he wants to make a full sized replica from wood and fabric, with engine, make it as accurate as possible, then donate it to the Holland Museum as a memorial to Holland's Aviation History.

Secretary / Treasurer

Alfred A. Smith

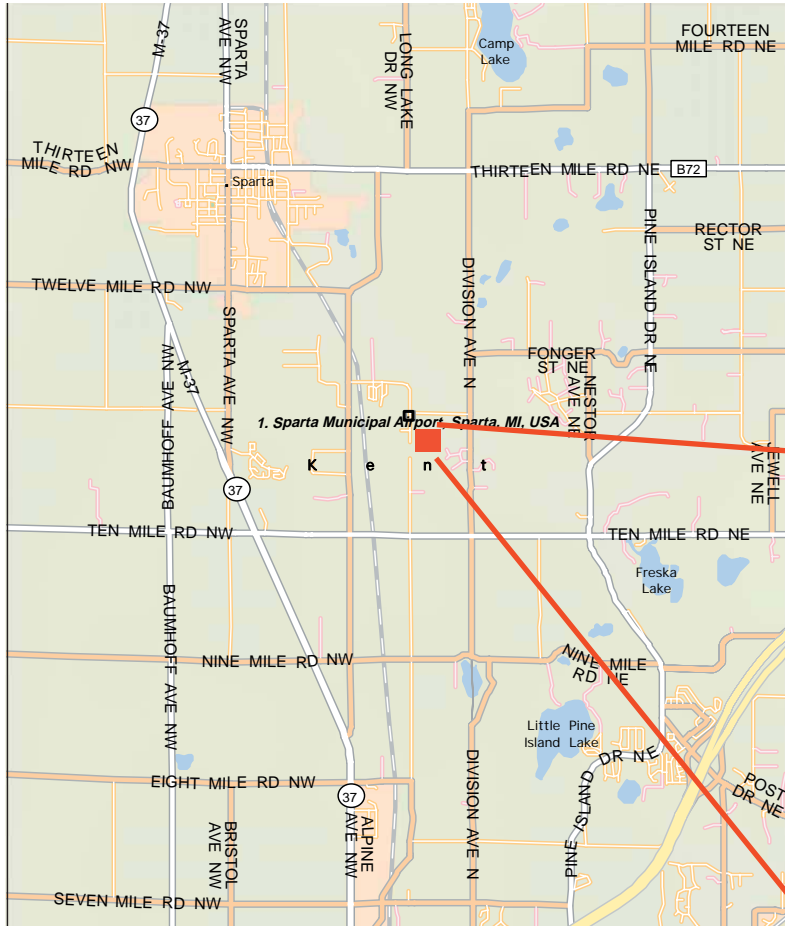


EAA Chapter 211 Calendar

December 5.....	Meeting
December 6.....	Christmas Party
January 2.....	Meeting
February 6.....	Meeting
March 6.....	Meeting
April 3.....	Meeting

Christmas Party December 6th Sparta Airport - Johns Hangar

Sparta Airport is east of Alpine Ave and north of 10 mile road. From Alpine turn east on Schultz, curve south on Vinton, the airport is just past 11 mile.



George Wolter - NLE
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