



November 2014

# Hangar Talk

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



Meeting Friday, November 7, 2014, 7:30pm

## Michigan Private Airstrip Owners Association

EAA Chapter 211 Clubhouse, Grand Haven Memorial Airpark (3GM) 16446 Comstock St, Grand Haven, MI 49417

Our guest speaker will be Steven Zelle, President of Michigan Private Airstrip Owners Association.

Twenty two states have added aviation activity to their recreational activities statutes... continued on page 4

### Last meeting

Gary Kremers presented us with a most interesting report on the Highlander that he built. (I think most of us remember the video on the short take off and landings of the Highlander).

Gary currently has 42 hours flying the Highlander. Gary has built a "fiberglass" plane (PuslarXP - 500 hours flying) and a "metal" plane



Gary Kremers at our October meeting.

(RV-7A - 1200 hours flying) and he said he wanted to build a "rag and

tube" plane and hence the Highlander.

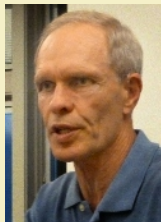
He started the plane in December 2011 and completed in June of this year with the first flight taking place on July 4<sup>th</sup>.

Gary's Highlander has a 31 ½ foot wing span and is about 19 feet long and 7 ½ feet high.

Gary Kremers continued on page 3

### Prez Sez

At our last meeting there was a brief discussion about the "community" of builders we had a number of years ago. Many of the chapter members knew who was building what airplane and there was a sharing of skills as the different projects came together. I realized I did not have a full idea of all the projects that were on going in the chapter and thought others might be in the same position, so---



Ken Allen. RV 6

Merle Mulder RV 9A

Dave Thomas RV 12

BillVerduin RV 7

Brian Greene. RV 7

Scott Dykstra RV 7A

Ed Czech. RV 9A

Bob Vink Fisher Youngster

Paul Dannenberg. Pitts

Tom Marrotta. Velocity

Karl Kotecki. Waix

Dennis Otto. EAA Biplane

Bill Vandermolen. 4pl. Cub

John Gill. Acro Sport

Gary Van Farowe

and chapter members. American Eaglet

I think these are active projects and I may have missed some. That's pretty impressive. Lets help these guys keep the building dream alive.

Doug Formsma

EAA Chapter 211 President

## 211 Contacts

### 2014 Officers

**President:** Douglas Formsma

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**Vice President:** Ed Cech

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**Secretary/Treasurer:** Earle Bares

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### 2014 Board (2015 Officers)

**Earle Bares**

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**Walter Clawson**

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**Tom Marotta**

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### 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

**Craig Christilaw** 616-402-5477

### Fly-out Coordinator

Position open

### Keeper of the Scales

Position open

### Communications:

**Newsletter/Website**

**Dale Hagen**

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### Website address:

[www.211.eaachapter.org](http://www.211.eaachapter.org)

## EAA Chapter 211 Meeting Minutes – 2014-10-03

Submitted by Earle Bares

**Attendance: 33**

**Call to order and Pledge of Allegiance – 19:35**

### Treasure's Report:

- The beginning checkbook balance at the meeting was \$3959.93. The petty cash fund balance was \$35.00. We had October expenses of \$97.73. We had October coffee fund donations of \$22.82; Which gave us a check book ending balance of \$3862.20 and an October petty cash balance of \$57.82, for a total Chapter 211 October fund balance of \$3920.02.

- Motion to approve the minutes and treasurer's report passed.

### Reports:

- Earle Bares reported that some expenses will be paid from petty cash and not necessarily by check. Also will now use an expense report/payment voucher form for all expenses (to help organize and track expenses). Form is yellow in color and is to be filled out by person requesting payment for expenses - receipts are to be attached/included.

- An accident report was made by Jack Brewer on the Young Eagles crash in Buffalo, NY. A Cessna 172 and experimental Searey aircraft collided in flight. The 78 year man flying the Cessna had a 14 year old passenger, both were fatally injured in the crash. The Searey aircraft pilot was able to make an emergency landing, the child and pilot had minor injuries. The National Transportation Safety Board, FAA and local police are still investigating the mishap. Young Eagles has an excellent safety record flying 1.9 million children, with only one previous fatal crash in 2005.

- Jack Brewer showed and passed around old 1929-1930 aircraft year book(s), which included the 5 cylinder Szekely engine and the Szekely "Flying Dutchman" airplane. These were made in Holland, Michigan.

- Earle Bares reported on a "data base" for the local Chapter. The data base is in a Microsoft Access program. The data base will contain all current and past information on local Chapter 211 EAA members. A print out was passed around for verification and/or correction. We will do this again at the next meeting.

- Scott DeGaynor discussed further about our "builder's Chapter" and presented us with a handwritten compiled list of most of the airplanes built by Chapter members and this list is to be included in the newsletter for member comment, additions and/or corrections. - Doug Formsma reported on his recent long trip he tried to use Mogas the entire trip and found the availability to be sufficient.

- On the airplane building front, Ed Cech reports progress is slowly being made on his RV and currently needs an engine. Brain Greene has finished the ailerons on his RV-7 and currently is working on the flaps.

- It was reported that long time member John Gill has had some heart problems and our wishes for his quick recovery go out to him.

**Coffee Break at 20:15**

**Program at 20:35**

- Gary Kremers gave a presentation on the building his Just Highlander.

**Adjourned at 22:00**

## Gary Kremers continued...

Since the Highlander is an LSA, it has a gross weight restriction of 1320 pounds. With Gary's empty weight coming in at 720 pounds he has a very respectable 600 pound useful load. Even with a full fuel load of 26 gallons, there is still room for 440 lbs of passengers and gear.

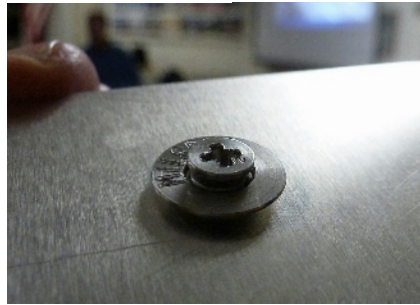
Gary reports a cruise speed of 110 mph. It will stall clean at 32 mph and with flaps at 27 mph. The Highlander has a 300 foot take-off or landing distance.

Gary is using the Stewart Fabric Finishing system which in addition to producing excellent results is "people safe".

Gary also showed us an adjustable cam lock he used on the highlander

—which looks to be "pretty cool" to use.

Gary started with the fuselage, including the floor, flying wires, rudder, and brake, the seats and firewall. He used cardboard for laying out the instrument panel. He is using a lithium-iron battery which weights only 3 pounds but has a 300 amp-hr rating.



Gary's adjustable cam lock!

Next were the wings, which can be folded in a matter of minutes, followed by the cowls and covering, and finishing up with the paint.

The Highlander uses the Rotax 912 S engine with a 3 blade prop. The prop has a 2.7 to 1 RPM reduction. Gary installed 100 micron fuel filter in the fuel system.

He also has installed vortex generators on the wing at 8-12% of chord. As if he needs even better take-off and/or landing performance!

The finished airplane looks great! We thank Gary for this interesting and detailed presentation.

Editor: Much thanks to Earle Bares for writing most of this account of Gary's talk.

## American Eaglet Project

There are no Work Sessions scheduled for the month of November! Always check the website, [www.211.eaachapter.org](http://www.211.eaachapter.org) for the latest information.

## Ford's Inflatable Safety Belt Technology Selected to be Shown at Smithsonian National Air and Space Museum



Ford Motor Company's patented inflatable safety belt technology will be featured in a joint exhibit by the Smithsonian Institution and the U.S. Department of Commerce's Patent and Trademark Office celebrating American innovation.

Ford is one of 10 companies selected to exhibit an innovative technology for the Innovation Festival, scheduled for Nov. 1 and 2 at the Smithsonian National Air and Space Museum in Washington D.C.

The Innovation Festival will allow the public to see breakthrough patented American technologies developed by corporations, academic institutions, the federal government and the independent inventor community. It will also include innovation-related programs and hands-on educational events.

Inflatable safety belts operate like conventional safety belts. In the event of a crash, the inflatable safety belt deploys an airbag over a passenger's torso and shoulder, which distributes the crash forces over up to five times more area than a traditional safety belt. Spreading the pressure over a larger area helps reduce pressure on the passenger's chest, and helps control head and neck motion.

First available on the 2011 Ford Explorer, the inflatable safety belt is now available on the Flex, Fusion and the upcoming 2015 F-150 and Edge, as well as Lincoln MKT and MKZ for outboard second-row seating positions.

Ford also now offers the patented technology to other companies and industries, including competitive automotive manufacturers. The technology can be applied to other forms of seated-passenger transportation, which could include military use, **airborne passengers** or watercraft.

The Innovation Festival is part of a five-year agreement between the U.S. Patent and Trademark Office and the Smithsonian Institution to develop programs and exhibitions celebrating American innovation.



Jack's Aircraft Year Book for 1930

# Election time is here!



November is here already, and that means it is time again to elect new Board members! We will be electing three people who will each serve a two year term of office. The first year the three members we elect now will be Directors, but sometime during

the first year the whole Board will decide which office each of the three Directors will eventually fill during the second year of their term, President, Vice-President, or Secretary/Treasurer. As a Director you will be serving in 2015 along with Officers Earle Bares, Walt Clawson and Tom Marotta.

**Not only is serving on the board very fun and rewarding, the Chapter needs you!**

Nominations will be accepted from the floor prior to the vote. If you are interested in running for a position on the Board, please come to the meeting and nominate yourself. If you can't make this meeting, please contact one of the current Board members (listed on page 2 of the newsletter) and let us know of your interest.

## November meeting information continued...

...with several other States, including Michigan, in the process of doing so. The reason this is so important, and why M.P.A.O.A. is seeking to add private airstrips to the existing recreational activity statutes, is to gain some liability protection for strip owners who are first of all landowners as well as airstrip owners. The existing statutes cover landowners – we want to specifically include those landowners as airstrip owners also. It is NOT the purpose of the Bill to open up all of the private airstrips to any pilot who wants to land there. Anyone who wants to land on a privately owned private use airstrip must obtain the permission of the owner before touching down, otherwise they are trespassing. Since aviation activities are not specifically included in the existing statutes, should an aircraft land, with or without permission, it is currently not clear whether the landowner/strip-owner has any liability protection. The bottom line is that the intent of this Bill is to protect the landowner, rather than to allow general aviation to access his or her airstrip.

Steve will highlight the many ways private landing strips are an asset to Michigan, and how adding private airstrips to the recreational activities statutes will only benefit both the interests of aviation and the citizens of Michigan.

### Note from a member...

Hi Dale

Not everyone knows so I will tell you. My physical abilities have deteriorated to the point that I had to take myself out of aviation. My wife has mobility problems (knees and hips) and that has taken up much of

my free time. She is scheduled to have a double knee replacement next week. Because of all this I have dropped my membership in EAA and Chapter 211. You may take me off the email list.

Happy Flying to All,  
Dave Anderson

*If you are a member and would like to send a note of encouragement to Dave, you can find his contact information in the 2013 Membership Roster on the website.*

*[www.211.eaachapter.org](http://www.211.eaachapter.org)*

*By the way, I let Dave know I am keeping him on our email list!*

## 2014 Christmas banquet

### Christmas Dinner & Awards Banquet, December 6, 2014

Please plan to join us Saturday, December 6, 2014, for an evening of camaraderie and Holiday spirit at our 2014 Christmas Dinner and Awards Banquet, with Sparta EAA Chapter 704. Exact hanger location at the Paul C. Miller-Sparta Airport, 9140 Vinton Avenue NW, Sparta, MI will be detailed in next month's newsletter.

Chapter 211 will be furnishing meat, coffee, soft drinks and water. Please bring a dish to share, your own table service, and your Holiday spirit(s). Plan on arriving about 6pm with dinner beginning at 6:30pm.

