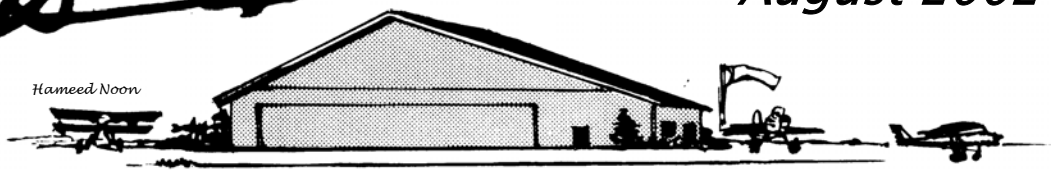
Wingtips

Experimental Aircraft Association
Chapter 55
August 2002



Meetings are the 2nd Saturday of each Month at the Hangar, Mason Jewett Field, Breakfast at 0800, Meeting at 0930.

Pres: Mike Arntz 694-4601 Vice Pres: Gary Long 676-3867 Treas: Gregg Cornell 351-1338
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Climb and Maintain Flight Level 55

Oshkosh -- who went? Everyone who went raise your hands! Renee and I did - what a wonderful time. We camped out in our little tent next door to some really fun people. Let's see there was Richard and Barb Bacon, Bill and Marilyn Bezdek, Tom Botsford and a real nice couple from Maine plus about ten thousand other great people from parts unknown, just in Camp Scholler alone. I saw Ken and Betty Drewy and Bill Purosky. I know there were many other Chapter 55 members. Some liked it so much that they got married there. I can't think of a better place to tie the knot. "Mark, do you take.....sorry I was watching the war bird" Sorry Mark I couldn't resist. Chapter 55 would like to offer our congratulations and wish Mark and Jennifer Jacob all the happiness and a lifetime together.

Board of Directors' Meeting

Wednesday, **August 7, 2002**
7:00 pm at Hangar

Chapter 55 Meeting

Saturday, **August 10, 2002**
8-9:00 am Breakfast
9:30 am Chapter Meeting

Last month Jack Toman and Bob Smith picked up the program with a show & tell on aircraft covering. Good job guys.

We also had the third Young Eagles rally of the year. Renee has things going strong but says that if it weren't for the very dedicated ground crew and pilots, she would not have only twenty-one more to go before the one thousand mark is hit. It was decided by many that we wanted to attain that goal this year, not next.. We will be having our final rally this Saturday, August 10th from 9:00 AM- 2:00 PM. EAA Young Eagles Headquarters also provided a video for the 1000th. Renee asked if at all possible an autograph especially for the 1000th eagle for each chapter. We picked up some Young Eagles pins and 150 are to be shipped for the rally. A news release was sent this time for the 1000th so hopefully, we will get even more news coverage. Please if at all possible either fly or help with the ground crew.

On our sick list is Bob Smith. He is in the hospital with pneumonia and is getting better every day (but that is no excuse for missing Oshkosh) GET WELL SOON.

OK, we've put out the call for volunteers to help with the roof on the hangar. Doug Koons has made us an offer we cannot refuse so let's pull together and get this thing done. That will be one less thing on the Chapter "to-do" list. The tentative date is Saturday, August 17.

I want to welcome all the new members who have joined the Chapter this year. I know I have been lacking in this area and plan to keep abreast of the new members who join. Remember you only have to

learn one president's name, I have to remember all of yours. Feel free to call me anytime. I would also like to thank all who helped out last month with breakfast, program and the rally.

We still have the two spaces in the hangar for rent and a possible sale on the Mini Max.

Next time you go flying take a Chapter member with you!

Teams for 2002

AUGUST TEAM #7

Willam Bezdek	James Downer
Hugh Fuller	Jim Sawyer
Dennis Swan	Bill Hanna
Delbert Johnson	Tim Martinson

SEPTEMBER TEAM #8

Tom Botsford	Ken Drewyor
Ken Gerow	Gorden Hempstone
Deanna Kennedy	Morgan McCalla
Gary Nicola	Thomas Schroeder

OCTOBER TEAM #9

Glenn Trommater	Jack Toman Jr.
Mary Nestell	Ivan Rowell
Richard Wilke	Joe Whitesides
David James	

NOVEMBER TEAM #10

Robert Smith	Thomas Sheehan Jr.
Bob Noelp	Bart Smith
Jennifer Wells	Ed Zdybel
Mark Jacob	

EAA Board of Directors Meeting

Board of Directors Meeting – no minutes

EAA Chapter 55 Business Meeting

General Membership Meeting – no minutes

Drew Seguin, Secretary

Notes from Cape Juby

By Terry L. Lutz, Chapter 55 Flight Advisor

Airventure Oshkosh 2002 is now history, but what interesting history it was. Lou Farhood and I made it up there the hard way…by pickup truck. We only had to throw money at machines 4 times to get through Chicago. Then we had to throw plastic and paper at the registration booths at Oshkosh to get our bracelets for 3 days, and to set up our tent on the flight line. It rained a bit, but we were prepared, and kept nice in dry.

This Oshkosh was a little different than most. We noticed that the crowds were down a bit, even on Saturday when you would expect more people and longer lines than during the week. We also noticed that fewer homebuilt airplanes were in attendance, mainly by the parking area between show center and the warbird area to the north. Usually there are lots of Long Ezes, Glasairs, and Lancairs up there, along with a mixture of Wittman Tailwinds, EAA biplanes, and the like, but this year it was a bit thin. And we didn't see anything really eye-popping or new in the homebuilt world. No facet planes like the one Barnaby Wainfain brought a few years ago, and not really much on the line with interesting auto engine conversions, either.

The antique rows were fairly consistent with past years, with this year's star being the Pasbed Skylark. If you are unfamiliar with this airplane, it was owned for years by Bob Greenhoe of Alma, MI. It is a low wing, wire braced monoplane with a Warner 145 for power, and long wheel spats covering the landing gear. In 1969, I flew to Ottumwa, Iowa in a Fairchild 24 piloted by Denzel Wade, also of Alma. We flew out there in formation with the Pasbed Skylark. An elegant machine then, and an even more elegant machine today.

The airshows were interesting, and at times rather exciting. We have probably all grown accustomed to watching the airshow performers, and when they are flying the Extra 300 and similar machines, the routines look and sound the same. And they looked rather "safe". Ahh, but not this year. Now, they have enough power to takeoff, climb straight up, at which point the pilot pulls the power back a little and the airplane just hovers, like a helicopter. There is a

lot of control activity going on, as noted by both rudder and elevator. So you know the pilots are working like crazy to put on a good show. Sean Tucker takes this one step in reverse: he hovers from about 200 feet, then pitches over, pulls the power back and lands. Now, instead of looking rather "safe", these maneuvers take on the look of "engine don't fail me now!!!", because if one does fail, something will happen, and it won't be good.

The formation acrobatic teams were terrific this year, including the Red Baron Pizza team with four Stearman biplanes, and the Aeroshell team with four T-6. The warbirds did a great job, too. On Saturday, there were lots of airplanes in the air. Of note were a formation of T-6s, about 24 airplanes in two wedge formations, that criss-crossed the show line in perfect formation on each pass. Also of note were the bombers, consisting of a B-17, 2 B-25s, a Douglas B-26, and a Lockheed Hudson. While their passes over the flight line were slow and steady, it was their approach work that was beautiful. With a backdrop of darkening clouds, they lined up with tight spacing and landed with a slight tailwind. Everyone was lined up with speeds matched and landing lights on, and for a minute there, it really did look like a formation of bombers returning from a mission over Germany. It had to be that way, just to get a lot of airplanes safely on the ground, from among the hundreds that were launched each day during the war.

We also got to see Chuck Yeager and Bud Anderson takeoff together in P-51s and make several passes in formation. Both men are still current in the Mustang, and both are in their early 80s. Chuck Yeager flew Paul Poberezny's P-51 "Lou V" because "Glamourous Glennis" crashed earlier this year. Bud Anderson was in "Old Crow". They finally pulled up onto downwind to set up for landing, and looked great until they rolled out of final. I stood up quickly and said to Lou "Yeager only has one gear down!" As the airplane rolled out, clearly only the left main was down. Either he noticed, or someone else noticed and tipped him on the radio, so he initiated a go-around with gear down. As he pulled the nose up, the right gear extended and locked into place. Yeager pulled up to downwind and made a normal landing with Bud Anderson still in tow.

Another airshow highlight was Dick Rutan flying the rocket powered Long Eze. As you may recall, the rocket plane was there last year on static display. This year, Dick demonstrated its capability by taking off and climbing to pattern altitude, shutting the engines down (there are two in an over/under configuration), gliding to a low approach, restarting the engines and climbing very steeply before shutting them down for the final time. They make an elegant rocket noise just short of a roar, and a definite pop when they are shut down. We were really witnessing flight testing at an airshow, as this was the fifteenth flight in the test program, indicating the engines are far from fully developed. Someday, we will learn that this test team has flown to the edge of space, and hopefully beyond. OK, it won't be in a Long Eze, but the birth of the concept will have come from within EAA.

The vendor buildings, and the Fly Market were a lot of fun to go through because crowds were light, and we could talk to people without a long wait. Without a doubt the coolest thing to hit the vendors this year was the Dynon EFIS-D10. Completely self contained, and built to fit into a standard 3 ½ inch instrument hole, it is made for small homebuilt aircraft. It has internal, high tech gyros that provide attitude and heading information, and it also displays G, angle of attack, and angle of sideslip. Plus, you can clutter or declutter it as you like, with simple, intuitive keystrokes. It is currently priced at about $2000. Now compare that to the cost of a vaccum pump, attitude indicator, directional gyro, turn and slip, airspeed indicator, g meter, and altimeter, and you can see that the cost is nearly the same. This is thinking "out of the box", and will require the airplane be made electrically redundant. Let's see, B&C has a 6 amp alternator that will fit in the vacuum drive pad. Hmmmm. My prediction is that within the next 2 years, one will appear at an airport near you.

Lou and I attended Van's banquet on Saturday at a marina on Lake Winnebago. According to officials at Oshkosh, there were 248 RVs in attendance. This is about 8% of all the RVs built to date, which number just over 3000. Jon Johanson was there (Jon flew an RV-4 around the world – twice), and we had a nice talk about range and how to flight test for maximum range L/D. Jerry Van Grunsven was also there, and he told me about some experiments that he was doing with his RV-8A. Jerry built his airplane with a 200 hp engine and constant speed prop, and elected to put the battery on the firewall. This means that he is always flying on the forward cg limit. So he decided to build

a "trim tank" to carry fuel inside the vertical fin. It sounded like a good idea, and would make the airplane handle a lot better. So he worked out the details of pumping the fuel in and out of the tank and went out for a flight test. When fuel was pumped into the tank, the vertical fin began to bulge out. Then, when he went to pump fuel out, the fin actually began to collapse a bit. End of experiment, back to the drawing board.

Next Oshkosh, though, expect that the newest thing going will be the RV-10, a 4 place all metal traveling machine from Van's aircraft. Finally, Van was introducing some of his employees, and one of them was a young guy with spiked hair dyed blonde, and a few ear rings. Van said that he had worked at Van's Aircraft for 9 years and was responsible for all the matched hole parts produced on two $1 million dollar punch press machines. He went on to say that the kid's ears got too close to the punch press a couple of times….

I guess a whole lot went on that I didn't see at Oshkosh. There might even have been a wedding there on Monday…might have been two people we know. But, I'll let them tell you their story. As always, fly as safely as you can, and don't forget to lend a hand to your fellow pilot when they need it.

Education Thru Airror

By Ben Morrow

Every once in a while a story appears that reminds us to pay attention to the little things we do to avoid an accident or injury. The following article contains two of those stories. And after reading about them, I am going to be more cautious with my refueling in the future.

Plastic Funnel Ignites While Refueling

This horror story on refueling practices concerns the pilot of a Cessna 172 who performed an act of environmental friendliness during his preflight check by draining about a liter of fuel from each tank into a metal can. The fuel appeared clean and free from water, so he decided to pour it back into the aircraft tank, using a plastic funnel with a chamois wired to the funnel in an attempt to dissipate static. While pouring the fuel, he noticed flames around the filler neck. He managed to put the fire out using the entire contents of one fire extinguisher and most of a second. In the process, he suffered third-degree burns to one hand.

Although the aircraft was inside a hangar with fans running overhead, the air was cold and dry, so probably the draining and general sloshing around of the fuel in the can caused a charge to build up in the fuel, the chamois, the plastic funnel, and possibly on his person. These were ideal conditions to create the spark that set off the fuel vapor in the funnel and around the filler neck.

The Shell Oil Co. has stated that polyethylene plastic containers and funnels should not be used for refueling aircraft. Plastics have insulating properties that can accumulate static charges. High-density polyethylene containers made from pure materials are okay, but you must take extra precautions and adhere to certain standards. If you aren't sure about the plastic refueling equipment you are using, use metal cans and metal funnels. These are safer, if used properly.

Here is a synopsis of another horror story published in Heliprops. The pilot/owner of a Luscombe was using a 16-gallon plastic polyethylene tank rigged with a Schrader valve to dispense gas by air pressure. He had already transferred more than 400 gallons by this method without incident.

On this fateful occasion he was using the local service station gas pump. The 16-gallon tank was situated behind the driver's seat of his car. He was using a plastic funnel with a metal screen. He lifted the funnel to check the contents and then added a bit more fuel. As the fuel stopped running, he lifted the gas nozzle to avoid spilling the last few drops. Suddenly the gas in the funnel burst into flames. The fire quickly spread out of control.

Ignition was probably caused by static electricity in the swirling gasoline and then discharged through the funnel to the grounded hose. The pilot received extensive burns and took four months to recover.

Proper Ultralight Refueling

Most ultralight refueling I have observed appears dangerous, particularly if you consider the hazard criteria described above. Ultralight publications never deal with this subject, and I have never heard of an ultralight refueling fire. This begs the question, what are the ultralight pilots doing that is different? I see them using plastic funnels and cans. I see them refueling without a ground wire. I see fuel spills around and over the aircraft. I can think of only tow

major differences: the addition of oil to the fuel and, possibly, the smaller size of the containers used. Does this mean we may see ultralight refueling fires when more machines have oil injection or four-stroke engines that require an oil-free gasoline? There seems to be an element of luck in transferring gasoline that breeds complacency. The long transfer of more than 400 gallons without incident certainly trapped one unlucky pilot? I would hazard a guess that many pilot-rigged fuel systems out there are just waiting for the right conditions to go "**BANG!**"

(Reprinted from the FAAviation News, available online at www.faa.gov/avr/afs/news/, and Transport Canada's newsletter, Aviation Safety Maintainer.)

Lou Farhood landing his RV8 at Mason

Balloon light show from last years event in Mason. The balloons will return this August.