
Based at Pittsburgh-Butler Regional Airport, KBTP, Butler County, Pennsylvania



Seen at Sun n' Fun!

The newly restored XP-82 Twin Mustang!



Presidents Message

EAA 857 Members, we are now well into April and Spring has arrived, complete with both sunny warm days and cold wet ones like it is today as this is written. Be careful out there as your opportunities to take flight increase and keep an eye on those weather forecasts! I know you will!

We are continuing to move forward to establishing ourselves as a 501C3 entity. The Board has met to review and discuss the paperwork we need to submit to the State and Federal authorities. We anticipate completion of this effort by 7/1.

We have our first Young Eagles event coming up on Saturday, June 8th and we will need many volunteers to conduct our operations so please keep that day clear for this event. Following that we will have Fly-in events in August and September that will also need your help. The September date may be adjusted to coincide with the 90th birthday celebration for KBTP. More on that to follow.

Many thanks to Bob Santolla for his article this month regarding his first homebuilt, a Corben Baby Ace, its design history and his experience. Also, I have included some photos from my day at Sun n'Fun. I know several other chapter members attended the event in Lakeland, Florida during its run a just over a week ago. I hope you all had fun there, as did I, especially seeing that XP-82 Twin Mustang!

Ted Merklin,
President EAA 857



Minutes of March 19, 2019 Meeting

Opening: President Ted Merklin called the meeting to order at 19:00 and led the members in saying the Pledge of Allegiance.

Attendance: Eleven members were in attendance.

Secretary's Report: Everyone was asked to be sure that they had signed the sign-in sheet. A motion to accept the Secretary's report of the September Minutes was made by Phil Kriley and seconded by Larry Schaefer.

Treasurer's Report: A motion to accept the Treasurer's report was made by Chuck Potts and seconded by Don LaVoie.

Newsletter Report: More articles are always welcome from anyone. Notify Ted Merklin if you are not receiving the newsletter. The newsletter is also published to the chapter web site at: <http://www.857.eaachapter.org/home.htm>, which has been updated for 2019.

Young Eagles Report:

- One Air Academy camper is on the waiting list for 17 year olds. YPP will need to be renewed for the 2016 class of volunteers who were trained and background checked then. If you would like to be more involved in the Y.E. program, see Ted.
- We earned 107 credits in the YE for the 2018 program year! Thanks to the pilots and volunteers!

Technical Advisors: Chuck Potts and Bob Santolla

Report: Spring is here, check for critter nests! Also, Bob Santolla has renewed his tech advisor status.

Old Business:

- The chapter reorganization is proceeding.
- We have moved our equipment to the CAP side of the hanger in a renovated space .
- Hats and shirts, the order form was sent out. Orders will be taken at the April meeting.

New Business:

- Dues are due.
- The Oshkosh bus trip is accepting reservations for this year.
- Our yearly activities have earned us Bronze level in the EAA chapter recognition program.
- May 18th is international learn to fly day. (EAA Flying Start Initiative)
- We need volunteers to present programs for this year.
- Event dates are set:

•	Young Eagle day:	Sunday, June 8
•	Fly-ins:	Saturday August 11, September 8
•	Sun & Fun	April 2-7
•	Sentimental Journey	June 18-22

Adjournment: A motion to adjourn at 19:46 was made by Chuck Potts, and seconded by Victor Green.

Program: None

Respectfully submitted,

Richard Schubert

The Baby Ace

By Bob Santolla

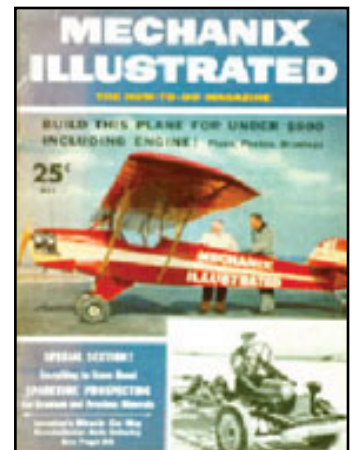
This is the story of my first homebuilt aircraft called the Corben Baby Ace which I began building 30 years ago. Why I chose the Ace came at a surprise to me because I had never seen one up close until my Dad and I attended a fly-in breakfast in upstate New York in the summer of 1988. After finishing our breakfast and walking back to the flight line to my Dad's Cessna 172, there sitting next to his airplane was a Baby Ace painted yellow and black. Love at first sight. I walked around the airplane admiring it from every angle and I told my father that I was going to build one someday.

Truth be told I had ordered the empennage kit for a Van's RV-4 and had most of the tail kit finished when I saw the Baby Ace. I did a big reversal from an all aluminum RV-4 to a "rag and tube" airplane. I just had to build that Ace so October 1989 I began my Ace build.

So I will give you a short history lesson about the Baby Ace which is very rich in history indeed! The Ace Aircraft Manufacturing Company was established in Wichita, Kansas in 1929 by Orland Corben to market the world's first homebuilt aircraft, a machine of his own design called the Baby Ace. The enterprise did not last long before US regulations changed to restrict homebuilt aircraft and Corben was forced to stop marketing his design.

He next commenced operations in Madison, Wisconsin, in 1931, under the name Corben Sport Plane and Supply Company and produced a prototype sports plane known as the Super Ace. This endeavor soon languished, and the company remained dormant until Paul Poberezny purchased its assets for \$200 in 1952. This included plans for three aircraft designs and a variety of components. By then regulations changed and you could design and build your own airplane.

Poberezny was as we know the founder of the EAA in 1953 and was approached by Mechanic Illustrated magazine in 1955 to write a series of articles on building an aircraft at home. Their publication caused considerable demand for plans and helped launch the EAA.



So the Ace Aircraft was one of the first home built aircraft offering plans and kits long before the Piper's or Cessna's and even the Van's aircraft came along. I finally had my copy of the plans, which I spent many hours studying until I felt that I knew every part, how it was made, and where every part went into the aircraft.

Now the Baby Ace design is known as a parasol wing and here is what a parasol wing means.

A parasol wing aircraft is essentially a biplane without the lower pair of wings. The parasol wing is not directly attached to the fuselage, but is held above it, supported either by cabane struts or by a single pylon. Additional bracing may be provided by struts extending from the fuselage sides. The parasol wing was popular only during the interwar transition years between biplanes and monoplanes. Compared to a biplane, a parasol wing has less bracing and lower drag; but compared to a high wing, there is so much extra drag that the parasol wing has become obsolete for production aircraft, although it remains a popular configuration for home built, such as the Pietenpol air camper, another early designed home built.



I started with the ailerons which are made of sitka spruce and were easy to build and if I made a mistake easy to start over without a lot of expense. From the ailerons I began the wings making a jig to hold the ribs in place and cutting hundreds of pieces of wood and gluing together to form all the ribs. Next I built and shaped the spars and wing tips and added all the hardware and pulls and cables.

Next came the fuselage made from 4130 chrome-moly tubing. I had to learn how to gas weld so I set up a welding table and proceeded to weld. I burned up a lot of tubing along with gas until I felt my weldments were strong enough to hold the fuselage together. As a side note I would drag my family to Oshkosh every summer and I would spend hours at the forum tents learning woodwork, welding, sheet metal, and aircraft fabric covering. I would seek out all the “gray beards” instructors and pick their brains about everything they knew.

Once the fuselage was completed I worked on the tail section building the horizontal stabilizer then the elevators, fin, and rudder. I tried my best to get proper fits and everything started to come together. It was looking like an airplane. Looking like a Baby Ace.

I worked with an A&P mechanic at the Zelenople Airport who showed me how to get started covering the airplane with Ceconite fabric with nitrate and butyrate coatings. And soon I was on my own, gluing and shrinking the fabric. I even had a fellow named Bill Hodson stop by to check on my progress and to see if I was okay from the smell of the strong fumes from the dope. Its called that because working with it all day your head gets a little foggy from the fumes!

I found a Continental A-65 engine which came off a 1947 Luscombe airplane that was crushed by heavy snow on the hangar roof collapsing down on the airplane. The good news the engine was unhurt and had 670 hours in the engine log books!

I moved the Baby Ace to the Beaver County Airport to my hangar for assembly and rigging. I finished the details which always seem to take the most time but is some of the most important work. I performed fuel flow test

with the fuel tank filled and with stop watch in hand I measured the amount of fuel that went into a one gallon can within one minute with the airplane in a high angle of attack. I wanted to be sure that I had enough head pressure in the tank to allow the engine to develop takeoff and climb power without fuel starvation.

I notified the FSDO office that my Baby Ace was ready to fly and made an appointment with Tom Mahoney who was the inspector assigned to me. Tom came to my hangar and I can tell you I was nervous because this was the first airplane I ever built and was hoping that he would find no faults. Tom found nothing wrong with my workmanship and said “It looks like you know what you are doing” and the pressure was off. We spent the next hour looking at my weight and balance report and how I arrived at the empty weight and C/G and where was the most forward and most aft center of gravity limits. After a few pleasant hours, Tom issued my temporary airworthy certificate. Now I was ready to test fly the Baby Ace.

At nearly four years to date, my scratch built Baby Ace made its maiden flight on September 22 1993. I never kept track of the total hours spent building because it was a labor of love, but I do recall the evenings when my wife Debbie would call down to the basement, where my shop was, and yell “Bob when are you coming to bed it’s 3:00 am.” Here are some pictures during construction which I used for my photo log and of course had to get some “workshop flying time” with my daughters who now are grown up and have their own families.

In hindsight, I’m glad I chose the Baby Ace as my first homebuilt project. The history of this little airplane helped launch the EAA and the start of aircraft home building craze. My Baby Ace made the December 1994 Sport Aviation issue, “What Are Home Builders Building.” I finally sold my Ace to a wealthy airplane collector from Seattle, Washington and today my Baby Ace sits in a aircraft museum in Anacortes, Washington.

Keep em flying!





More Images from Sun n' Fun



The Main Entrance to Sun 'n Fun at Lakeland-Linder International Airport. Several classic warbirds on static display seen during the walk around and more seen in their flight demonstrations during the show on Saturday!



The Navy Blue Angels Lead and Opposing Solo's caught as they closed on each others position in their demonstration!



The full Blue Angel Squadron in formation during their photo pass near the end of their show!



Bus Trip to Oshkosh for AirVenture!

From: **Kent Shoemaker** <kentlshoemaker@gmail.com>

Date: Sat, Mar 16, 2019 at 2:02 PM

Subject: Oshkosh Bus Trip to EAA AirVenture

Hello,

I am putting together a Bus Trip to Oshkosh for AirVenture. In fact, this is the 30th year for this trip and it keeps getting better. If you can pass on the attached, that would be greatly appreciated.

The trip really is a lot of fun and I have had the opportunity to meet a lot of nice people. Not only do pilots join us, but aviation enthusiasts of all kind including RC flyers, history buffs, and spouses of pilots. My wife is not into airplanes at all, but she enjoys Oshkosh.

I need about 40 people to make the trip possible, so if you can help by passing the attachment on, that would be great. I've been flying for over 35 years and been to Oshkosh about the same number of times, and I still look forward to it. Every year brings new.

If you have any questions, please give me a call, text, or email. Hope you and your friends can join us.

Sincerely,

Kent L. Shoemaker

Oshkosh Bus Trip 2019 / 30th Anniversary



It's hard to believe that this will be the **30th** year for the Oshkosh Bus Trip. I hope you can join us for this anniversary trip to the greatest airshow / convention in the world.

This year we will leave from the Butler Farm Show Airport, located on Rt. 68 west of Butler, at 7a.m. on July 24th and we'll return on Sunday, July 28th around 10 p.m. We'll be traveling on a coach bus with air conditioning, restroom, and closed circuit television. Lodging will be at the Ripon College dorms in Ripon, Wisconsin. We'll spend three days at the airshow. Most important, we'll be traveling with a great bunch of people.

The cost of the trip this year will be **\$325.00 per person for double occupancy**. If you would like a **private room**, the cost of the trip will be **\$380.00**. This includes transportation, four nights of lodging, and breakfast each morning. Participants need to buy their passes either online or at the entrance gate. The bus conveniently parks at the EAA Bus Terminal on the field, which gives us a great central location. The trip is filled on a first come basis. So, if you want to guarantee yourself a spot, or if you want to bring a group of people, then register early. To register, complete the form below, include a check deposit of \$100 per person. The balance will not be due until June 1st. Make the check out to "**Kent L. Shoemaker**" and send it to:

Kent L. Shoemaker

225 Glade Run Rd.

Renfrew, PA 16053

If you have any questions, give me a call: 724-766-5847 or kentlshoemaker@gmail.com

Name: _____ **Cell Phone #:** _____

Address: _____

Email: _____ **Pvt. Room:** ____ **or Double Occupancy:** ____

If Double Occupancy, your roommate is? _____

Amount enclosed: \$ _____ **Balance due:** \$ _____

Chapter Shirt and Cap Orders

to be taken at the April Meeting! See Chuck Potts.



HATS \$15

First color is hat color, second color is color in bill

Black/ Khaki	Black/ Red	Black/ White	Khaki/ Black	Khaki/ Navy	Navy/ Khaki	Navy/ Red
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- 65/35 polyester/cotton twill
 - Structured, six-panel, mid-profile
 - Pre-curved sandwich visor with matching undervisor
 - Sewn eyelets
 - Hook-and-loop closure
- top button can be removed

POLOS with pocket



- 5-ounce, 65/35 poly/cotton
- Flat knit collar and cuffs
- Metal buttons with dyed-to-match plastic rims
- Double-needle armhole seams and hem
- Side vents

CARE INSTRUCTIONS

Machine wash cold with like colors. Do not bleach. Tumble dry low. Warm iron if necessary.

S-XL \$26
2xl \$28
3xl \$30

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EAA 857 Chapter Officers for 2019

President	Ted Merklin
Vice President	Phil Kriley
Treasurer	Frank Szczerba
Secretary	Rick Schubert
Newsletter	Ed.Ted Merklin
Web Page	Ed.Ted Merklin
Young Eagles	Larry Gaichas
Technical Advisors	Chuck Potts Bob Santolla
Board Members	Bob Santolla 2019-2021 Gary Marsico 2019-2020 Larry Gaichas 2019

Use contact@eaa857.org to email the Chapter President. Your request will be forwarded to the appropriate individual.

EAA 857 - Calendar for 2019

Chapter Meetings

Meetings are held on the third Tuesday of the month at 7:00 PM in the Conference Room at the Pittsburgh-Butler Regional Airport.

January 15
 February 19
 March 19
 April 16
 May 21
 June 18
 July 16
 August 20
 September 17
 October 15
 November 19

Chapter Events

EAA 857 First Flight -	Tuesday, January 1
EAA 857 Chili Cook Off -	Sunday, February 10
International Young Eagles Day -	Saturday, June 8
EAA 857 Fly-In and YE -	Sunday, August 11
EAA 857 Fly-In and YE -	Sunday, September 8

2019 National Events

Sun 'n Fun -	April 2-7
Sentimental Journey -	June 18-22
AirVenture Oshkosh 2019 -	July 22-28



Chapter 857 Members

See your chapter's Website at:

<http://eaa857.org>

Take a look today!

Newly Updated with **This Newsletter!**

Prior Issues for 2019 will appear in our newsletter archive.

Please submit your project updates, photos, articles, thoughts, technical tips
to contact@eaa857.org

ALSO, Monitor our Facebook Group Page:

Search for "EAA Chapter 857"

or Friend "Theodore Merklin" and I will add you.

Websites of Interest to EAA 857 Members

<http://www.butlercountyairport.org>

<http://www.eaa.org/>

<http://www.airventure.org/>

<http://www.aopa.org/>

<http://www.faa.gov/>

<http://faasafety.gov>

<http://www.condoraero.com>

www.draggintailpilots.weebly.com

<http://aviation.alltop.com/>