

EAA CHAPTER 234 Newsletter – June 2010

*Promoting aviation safety, education and fellowship in the
Grand Traverse area since 1965*

Chapter 234 2010 Officers

President-----**Jim Palmer** – Ph. 263-0155 or email at jspalmer5@netzero.com
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Scholarship coordinator----- To be named
EAA Tech advisor-----**Steve Derr** - Ph 263-2588
EAA Flight Advisor -----**Steve Stasinis** - Ph 322-6195 or email at stann@torchlake.com
Quartermasters-----**Dan Ahrn**
Chapter 234 Website ----- www.eaa234.org

MEETING DETAILS

Meeting will be at NMC's tech center on Aero Park drive, Tuesday the 8th of June at 7:00.

Talking points are the upcoming Young Eagle event and our fly in breakfast at Torchport. The dates the June 19th and 20th respectively.

Guest speaker and Air Force Academy graduate Dave Wilson will provide the program.

Also the local RC glider club, the Little Finger Thermaleers, has invited chapter members to the their 2 day event on June 12 and 13. The club is a non-profit of about 25 members who enjoy flying radio controlled sailplanes. The club is about 30 years old, dating from when control consisted of rudder only, actuated by clicks on a handheld switch. Some of the members are from that era.

The planes are roughly 2 to 4 meters wingspan and may be home-built or manufactured. They cost anywhere from \$200 to \$2000. Most are winch launched but electric powered models are becoming popular. The contest will be for winch launch only. Winch launches are spectacular, reaching as much as 600 ft above ground level.

Flying occurs at our leased field on the west side of county road 667 , 1/2 mile south of M 72 west of Traverse city. There is a sign to identify it. Flying normally starts about 11:00 A M, when thermal activity has formed. All flyers must be AMA members for insurance reasons.

Ted Lanham will be at the meeting and give a short presentation.

ALSO! are any folks receiving a surface mail copy who is not a member? Please advise, call Lou 228-5918.

MAY MEETING DETAILS

The meeting was held at Jim Palmers "man cave" and we beta tested the new grilles with pancakes and sausage. All went well. A short business meeting followed and guests were introduced.

The upcoming Young Eagle event at Green Lake Airport was discussed as was our annual fly in breakfast event at Torchport.

Chapter Loaner Tool List

<u>Name</u>	<u>Tool(s)</u>
Dan Ahrns	Differential Pressure Tester
Steve Stasinios	Nicopress swedging tool, to put loops in your cables
Ron Jones	Compressor, 220 volt
Duane Jorgenson	Kerosene Heater for workspace, 110 volt
Jon Schmidtke	Borescope, oil filter cutting tool
Lou Aug	Torque wrenches, inch lbs., ft. lbs. to 150 lbs and metrics. Acetylene Torch.
Paul Kauffman	Weight and balance scales, HVLP paint system.
Jim Lagowski	Prop shipping box (courtesy of Ted Lanham)

BUILDERS/RESTORERS/AC OWNERS/PILOT MILESTONES REPORTS

NMC Super Cub - Steve Derr - On Amphibs. Available for conventional gear training.
Peitenpols air camper- Jim Lagowski. – 30 hrs to date. Cowling repair done.
CH 601 XL (#2) - Joe Seibold. Project on hold.
Chekwerks Sport Cruiser SLSA – Joe Seibold – Has 60 hours on it.
Cessna 140 - Dan Ahrn – Annual complete
Callaire & Volksplane – Jim Gurr -the 1450' farm strip is available. Got his Class 3 med. back
Pulsar - Lou Aug – Installing cockpit adjustable mixture control. New wiring yet to be tested.
T-28 – Duane Kalember – Painting some parts – Flew in the cherry Festival Air Show.
Evektor Sport LSA- Bob Witkop – Has a 255 plus hours on it.
Challenger – Phil Cannon. Flight tested by a hired gun. Phil flew it after getting some tailwheel time.
GlasAir – Mike Stimec – Bought a partially completed project.
Steve Fisher Koala – Lloyd Freeman – Have 30 hours on it.
RV6 & Kitfox – Dave Harden – Kitfox “on ice” for winter.
GlasAir - Jim Palmer. Its approved !! 20 years of building!!
GlaStar Sportsman – Craig Sawka. On wheels. Doing some Swit-T work.
Beeker – Cessna 180. XCountry to Kansas City. MO.
RANS S6A –Rod Christopher- Flying off the hours.
Schmidke – Bonanza – Rocky Mountain cross country planned.
Murphy Elite on Floats – Roy Penner – flew it home from Florida.
Please note; Some of the above info is dated.

CHAPTER WEBSITE-www.eaa234.org

Website has pictures from Chapter events, BBB schedule, links to weather and other sites. www.eaa234.org

OTHER AVIATION RELATED WEB SITES OF INTEREST

www.airnav.com Airport data, fuels, nav aids
www.homebuilairplanes.com Forums, chat, etc.
www.skygod.com Humor, anecdotes
www.avweb.com Aviation news, articles, classified ads, access to FAA data base
www.aero-news.com Aviation news and commentary
www.taildraggers.com Discussion and topics regarding same and more.
www.faa.gov - Graphical TFRs, or how avoid an F-16 escort to the nearest airport – Aviation Data and stats. Lots of stuff.
www.aeroseek.com - listing of 10,000 aviation websites like airsicknessbags.com
www.aerofiles.com - North American aviation history
www.airshowjournal.com - Cool pictures and schedules
<http://www.usairnet.com> - weather for air related sports
www.100ll.com - tracks avgas prices and other stuff
www.overtheairways.com www.windmapper.com
<http://thevintageaviator.co.nz/> - New – great site

OTHER STUFF

We have 2010 EAA calendars available at \$10 each.

Note the beautiful cover sheet and aircraft photo on the newsletter its the courtesy of Joe Seibold.

AREA AVIATION BUSINESSES & SERVICES

Evans Avionics, LLC - 1190 Airport Access Rd. T.C., Ph.941-9764

Prop Balancing -Dynamic balancing done on your plane. Call Ed Borstel, A&P w/I.A., at 933-9355.

Azure Air Adventures- Keith Messingschlage ASC BFI pfw/ppw/ufw/pla 231-883-8866 flyazureair@yahoo.com. Introductory flights \$45 in a Titan Tornado.

Aviation Medical Examiner - Jeffrey Kyff D.O., M.A.S. (Jeff is also a CFI, ASMEI) Ph. 206-0788 or home at 947-8205, email at - baron138Q@aol.com

Sport Pilot Course – Russ Miley CFI, \$3150 complete, 80hp Skyranger, call (231)620-0083.

Bill Birch –A & P, IA. Operating at TVC. Bill can be reached at 499-3391(cell).

Tailwheel training available at NMC in a Citabria.

FOR SALE

Torchport Lots Call **Maryanne** - Airpark office: 231-599-3128 or sales - Maryanne Jorgensen 231-632-2412 or info@torchport.com

Torchport Airpark Homesites for sale –contact info@torchport.com

New Hanger For Sale - 48'X48', Antrim County Airport (ACB). Call Bill Donberg 231-409-5780

WANTED. Sensenich M74 DM-52 Prop. Jim Gurr 213 331-6397

For sale: 1/2 share in 1978 Cessna 172XP hangared @ Y89, low hours all around, IFR, Garmin 430, Good P&I, Bruce Cotton 231.564.1691 or cotbton@yahoo.com

Midget Mustang kit – Call Jim Anderson at 947-4598 for details.

FREE & can deliver. Sport Aviation magazines from about 1988 to present, very few issues missing. Boxed and in *fairly* good order. Must take all ! Call Lou at 534-5355 or 228-5918.

Hangar available at Green Lake for winter storage. \$75/mo. Call Jim at Anderson at 947-4598.

AVIATION CALENDAR

EAA 234 CHAPTER MEETINGS

(NOTE-meetings are subject to changes ! see www.eaa234.org for updates and monitor emails)

June 8th, 2010 Mtech building On Aero Park Drive 7:00PM

July 13th, 2010 Mtech building On Aero Park Drive 7:00PM

August 10th, 2010 Mtech building On Aero Park Drive 7:00PM

AVIATION EVENTS

June 11, 12, 13 – 2010 30th Annual Midwest Seaplanes Pilots Association "Fly-In" Otsego Lake - Gaylord

Transportation provided for land plane pilots from Gaylord Airport (KGLR)

Chapter 234 Young Eagle day – Green Lake AP Y88, June 19th

Chapter 234 – June 20th Flyin breakfast at Torchport

Dawn Patrol – June 20th Torchport

Indian River – Open house 11:00 to 4:00 July 18th

AirVenture – Oshkosh, WI, July 26-August 1

BBB SHEDULE

Bob's Breakfast Bunch departs TVC or where ever at 8:00AM every Sat. - if weather is a problem meet at Cottage Cafe for breakfast. Air to air frequency is 122.75

Check our web site for an up to date listings. Go to www.eaa234.org and click BBB link or send your email address to rhwitkop@aol.com

FUELING AROUND

Self-serve Fuel:

Clare..... (48D)
Boyne City..... (N98)
Hart-Shelby Oceana.... (C04)
Cadillac..... (CAD)

MOGAS:

Drummond Island-regular and Premium
Sparta (Y66) Regular

SAFETY IS JOB ONE

Following is the 1st part of three on weld safety. It was written by Bob Doughty, EAA member.

A thorough understanding of the acetylene gas torch system is the first subject that needs to be covered to make sense of the important safety steps we should all consider.

An acetylene gas torch basic setup consists of a pressurized cylinder of acetylene, the fuel gas; a pressurized cylinder of oxygen; pressure regulators for both tanks; gas hoses; the torch gas mixing head,; and the torch head attachment. cutting head, brazing head, or rosebud).

The proper use of the common Oxygen / Acetylene gas welding system will go a long way to insure that we will not have a dangerous accident.

Acetylene and Oxygen cylinders must be secured in an upright position prior to and during use.

Do not weld with the cylinders on their side.

Acetylene is packaged in a cylinder filled with Diatomaceous Earth. The acetylene is dissolved in acetone and the solution is then pumped into the cylinder. *If the cylinder is placed on its side and then set upright again, it takes some time for the system to re-equilibrate and for the acetone to drain out of the dip tube in the valve.* If welding is done during this period, the weld will be high in carbon due to the acetone.

Because regulators are delicate, they must be handled carefully. *Never use pliers or pipe wrench to attach them. Never pound valves equipped with wheels to open or close them.* "Creeping" regulators must be repaired immediately.

Hoses should be color coded to avoid using the wrong hose. Any hoses with leaks, worn spots or burns *must be replaced or repaired before use.* If you repair a bad hose, use only fittings that are bronze or brass (less than 65 percent copper). *Never use copper* because it forms copper acetylide, which can explode. *Never use oil, grease or a similar substance* on torches or regulators, because in the presence of oxygen they may burn, or if ignited, explode.

Flashbacks and Backfires are potentially deadly hazards of gas welding.

Flashback is the burning of gases in places other than the mixing chamber. Backfire is when the flame goes out with a loud pop or snap.

When Flashback occurs, the flame disappears from the end of the tip and gas burns within the torch or beyond into the hoses and regulators.

Flashback can also occur when the gases are allowed to mix somewhere other than in the mixing chamber.

Consider the following scenarios that would allow such mixing:

1. The oxygen cylinder empties in use, acetylene, now at a higher pressure, flows into the oxygen hose and regulator. The operator closes the torch valves, changes the oxygen cylinder. Once the cylinder is changed and the bottle valve is opened, the mixture of oxygen and acetylene in the line and regulator is compressed to whatever pressure the oxygen regulator is set which is usually higher than 15 PSI. *Acetylene is unstable above 15 psi unless suspended in acetone!*
2. The operator quits work, closes cylinder valves, opens both valves on the torch to bleed the lines. Acetylene, being at the lower pressure, bleeds out first. The oxygen can now reverse up the Acetylene line and into the regulator.
3. The operator lights the torch with both gases flowing. More oxygen is flowing because of the pressure differential causing backflow of oxygen up the acetylene hose to the regulator.

Although these scenarios are all caused by operator error, without proper protective equipment to prevent this backflow, the operator is placed in a very dangerous situation.

To prevent this inadvertent dangerous situation, install *Reverse Flow-Check Valves and Flashback Arrestors* on the oxygen and acetylene lines to prevent the dangers of flashbacks and backfires.

Some sources recommend installing the arrestors at the torch end of the hose only but others suggest that the safest procedure is to install them at both the torch and the regulator ends of the hoses. The reasoning for both ends of the hose involves the possibility of burning a hole in a hose with a hot berry and having no way to stop the fire from getting into the tank.

Many if not all makers of torches today have the backflow/flashback arrestors built in to the torch heads but still do not put the arrestors on the regulators. Most of us are working with older equipment that should be retrofit with the arrestors. They are readily available from area welding supply companies.

Whenever you are working with explosive materials, learn how to handle them safely and **THINK SAFETY**