

# EAA CHAPTER 234 Newsletter – November 2007

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

### MEETING DETAILS

Next Chapter 234 meeting is at NMC's M-Tech building on Aero Park Drive. Time - 7:00 pm, date is Nov 11th. The program will be about security at TVC and presented by local TSA representative Joe Chlebowski. The nominating committee's slate of officers for 2008 will be presented and considered.

President-----**Jim Gurr** - [ardenfarm@torchlake.com](mailto:ardenfarm@torchlake.com)  
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Official Photographer ----- **Murel Edinger**  
Quartermaster----- **Ed Dunster**  
Chapter 234 Website ----- [www.eaa234.org](http://www.eaa234.org)

### October Business Meeting Notes

The treasures report was distributed and discussed.  
A "Fall" scholarship of \$500 to an NMC flight academy student will be awarded.  
The August Flyin Breakfast netted around \$500 in spite of the less than desirable weather.

### October Meeting

Other Sunday meetings may be pale by comparison after the soiree at the Palmer "Hangar-Hall" in Thompsonville last month. I knew it was going to be something special when I saw the floating candles and tablecloths on the tables. The tools were placed with surgical precision on pristine benches and the floor gleamed, wickedly waiting the first unfortunate to slop some food or beverage on it. While some hung around the pot luck table (that had caviar appetizers on it, I swear) dealing with Pavlovian urges, others moved very slowly around Jim Palmer's GlasAir and Craig Sawka's GlaStar Sportsman enjoying their success vicariously. Even though the hangar was something to envy itself, the planes were undoubtedly the stars of the show. The only thing missing was a couple spotlights!  
It was a perfect first impression for the guests that night and there were quite a few and forgive me for missing the names. A tremendous thanks to the Palmers, the Sawkas and any assistants that were called to duty. The effort to make it a very nice evening from the food and beer to the TV (even though it was not given away) to the candy gifts at the end made it an exceptional evening for the chapter. *Article submitted by Diana Aug*

### YOUNG EAGLES

Program holding short until the next years NMC Aviation Dept.'s fly in breakfast.

## CHAPTER LOANER TOOL LIST

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

## BUILDERS/RESTORERS/AC OWNERS/PILOT MILESTONES REPORTS

**Peitenpol air camper- Jim Lagowski.** – Building axles, tail feathers done, wings attached for fitup check.

**NMC Super Cub - Steve Derr** - Its done and flying on wheels.

**Ch601 XL (#1) – Joe Seibold** – Installing vortex generators.

**CH 601 XL (#2) - Joe Seibol.** Engine running but some idling issues.

**RV9A - Dan Arhns.** Wings done. Kit is for sale.

**Callaire & Volksplane – Jim Gurr** -the 1450' farm strip is available.

**Pulsar - Lou Aug** –. Brought home from AP to continue work at home during winter months.

**RANS S-6 - Rod Christopherson** – 90% done, wings on, engine in.

**RANS S-6 – Don Garrett** - He flew it!

**PK Special – Paul Kauffman** – No work lately

**T-28 – Duane Kalember** – Reskinning underway.

**EvektorSport LSA- Bob Witkop** – Has a 100 plus hours on it.

**Fisher Koala – Lloyd Freeman** – Just back from Alabama and its still in the trailer

**RV6 & Kitfox – Dave Harden** – Kitfox back in service after 3 years

**GlasAir - Jim Palmer.** Hangar done. Work continues.

**GlaStar Sportsman – Craig Sawka.** Work continues. Paint done.

*Note; Some of the above info is dated.*

## CHAPTER WEBSITE-www.eaa234.org

Website has pictures from last months meeting, BBB schedule, links to weather and other sites.

## COLD WEATHER INFLIGHT HAZARDS AND TIPS

By: Technical Counselor Dave VanDenburg (email: [WA8DOF@yahoo.com](mailto:WA8DOF@yahoo.com))

EAA Chapter 439 (Michigan) [www.eaa.439.org](http://www.eaa.439.org)

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ARTCC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.

If you are flying behind a constant speed prop, cycle it every 30 minutes or so to keep warm oil in the dome. A sluggish pitch change mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called "Glider Pilots."

Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keeping the engine leaned until you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also promotes slow cooling and will reduce oil cooking if you are turbo supercharged.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling mirror (a CD works great) and warm clothing to include a hat and gloves. Also carry a hand held radio.

These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book "Key Reprints." This book is available free online at [www.lycoming.textron.com](http://www.lycoming.textron.com). Your POH is also a great source of cold weather operating tips.

Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few precautions

## OTHER AVIATION RELATED WEB SITES OF INTEREST

[www.airnav.com](http://www.airnav.com) Airport data, fuels, nav aids  
[www.homebuiltpairplanes.com](http://www.homebuiltpairplanes.com) Forums, chat, etc.  
[www.skygod.com](http://www.skygod.com) Humor, anecdotes  
[www.avweb.com](http://www.avweb.com) Aviation news, articles, classified ads, access to FAA data base  
[www.aero-news.com](http://www.aero-news.com) (av news and commentary  
[www.taildraggers.com](http://www.taildraggers.com) Discussion and topics regarding same and more.  
[www.faa.gov](http://www.faa.gov) - Graphical TFRs - or how avoid an F-16 escort to the nearest airport.  
[www.aeroseek.com](http://www.aeroseek.com) - listing of 10,000 aviation websites like airsicknessbags.com  
[www.aerofiles.com](http://www.aerofiles.com) - North American aviation history  
[www.airshowjournal.com](http://www.airshowjournal.com) - Cool pictures and schedules  
<http://www.usairnet.com> - weather for air related sports  
[www.100ll.com](http://www.100ll.com) - tracks avgas prices and other stuff  
[www.crazyaviation.com/movies/CA\\_SU-30.wmv](http://www.crazyaviation.com/movies/CA_SU-30.wmv)

## OTHER STUFF

**Library.** Check out new additions to our library – books, videos, tech stuff, etc. A catalog of available titles is in the works.

**Don Garrett** put some air between the tires and the runway in his RANS S-6. Congratulations Don!

**Geoff Barnes's** Avid amphib has passed its inspection. Flight testing is to be done in the spring.

**Phil Cannon**, noted educator, joined the chapter and is constructing a Challenger sport plane. He is planning to fly it to Prescott, AZ next summer. Phil was a Navy pilot during WW2. Welcome aboard Phil.

## AREA AVIATION BUSINESSES & SERVICES

**Thompsonville Airport** – New FBO, Proprietor Doug Hoverter. Ph. (231) 383-1843

**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](mailto: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](mailto:baron138Q@aol.com)

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

**Bill Birch** –A & P, IA Harbour Air Hangar. Bill can be reached at 499-3391(cell).

## FOR SALE

**Torchport Lots** Call **Maryanne** - Airpark office: 231-599-3128 or sales - Maryanne Jorgensen 231-632-2412 or email [torchport@torchportairpark.com](mailto:torchport@torchportairpark.com).

**Cessna 172** 1/3rd share. Beautiful condition in and out, leather interior, 180hp conversion. Call Rich Newman 941-5156.

**Cessna 172.** 1/8 share available. Club based at TVC since 1960. 125 hours since MOH, 6128hrs TT, clean, always hangared, no damage ever, excellent maintenance, all logs since new. KX170B, marker beacon, glideslope, moving map color GPS (yoke mount), 760 channel comm., Mode C, full panel, NOT IFR (but you can practice). Dues are \$80/month and \$10/hr dry. Call Shane at 499-6020 (cell).

**Hangar For Sale** – Site #4 at Torchport, asking \$22,000. Contact Maryanne Jorgensen Cell 231-632-2412 or Office 231-264-9833.

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

## AVIATION CALENDAR

### BBB FLYOUTS and AVIATION EVENTS

*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 listing. Go to [www.eaa234.org](http://www.eaa234.org) and click BBB link.

#### Self-serve Fuel:

Clare (48D)  
Boyne City (N98)  
Hart-Shelby Oceana (C04)  
Cadillac (CAD)  
Sparta (Y66)

#### MOGAS:

Drummond Island-regular and Premium  
Sparta(Y66) Regular

