

# EAA CHAPTER 234 Newsletter – October 2008

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

### Chapter 234 2008 Officers

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### MEETING DETAILS

The October meeting will be at NMC's M-TECH Center on Aero Park Drive this Sunday, Oct. 11<sup>th</sup> at 7:00 PM.

**Our speaker will be Steve Zell.** He was our guest a year or two ago and his topic was a list of privately owned and largely unmarked airstrips through out the state Michigan.

**In his own words.** I will bring everyone up to date on my list of privately owned landing strips in Michigan. The list has been fine tuned and now contains 551 strips. I deleted the seaplane bases and several strips that were slated to be constructed but were never built. To my knowledge no one has ever compiled such a list in this State and it has been very well received by the pilots to whom I have spoken to. I can go through my material in about 30 minutes but in the past I have always stayed longer because the audience gets into discussions about strips they know about plus there are usually numerous questions. The list is now 15 pages long with the city where the strip is located, the name of the strip if it has one, the owner's name and phone number, the FAA issued locID if it has one, the type of surface, the length and direction of each runway, the elevation and finally the lat and long. Steve

#### **Talking points:**

**The annual flyin picnic/fundraiser.**

**Update Oct 8<sup>th</sup> – submitted by Jon**

Talked to Gail and Harbour Air. She said it looked good for using their facility to host a breakfast in May.

She did request that the Chapter write a letter with specifics on what we were going to do and what we needed Harbour Air to provide.

I also told her that we are TENTATIVELY going to have three groups putting this on: EAA, The Civil Air Patrol, and Sky High Hope.

Please reply back with your thoughts of what we expect Harbour Air to provide. We can use this letter to start a dialog with them about what they have compared to what we expect. **Jon**

## September08 Meeting Notes

Productive discussion on our fundraiser flyin was held. Joining us were representatives of the CAP and Sky High Hope. Partnering with these folks will be pursued and a Saturday in May, 07 event at TVC in Harbour Air's hangar will be looked at. Declining revenues and more exposure to potential customers is prompting this possible move.

We agreed to assist EAA's Ford Trimotor for an event at TVC on July 3<sup>rd</sup>.

Gregg Sawka will attend a leadership conference in Oct at EAA HQ. Chapter meeting dates will change to Saturday mornings in January, February, and March. This is prompted by an energy savings effort by NMC in the winter months.

Gwen Sawka will ramrod the Christmas party again this year.

Bob Witkop honored those who volunteered on the Welcome Wagons at AirAdventure 08 with an introduction and a commemorative coffee cup. Bob, Jim Bush and Tom Largent deserve a huge attaboy for their efforts as they are there from early morning to 8:00PM and later. (well, sometimes they are)

The Socota TBM flyin was a huge success. The ground assistance provided by members of the Chapter was thanked in part in the form of a check for \$1000. Some 74 of these machines showed up and the folks enjoyed the TC area. Dean Kubeck, an area summer resident and a principal in the TBM group thanked us personally.

Dean also owns an Arrow Sport and gave us a slide show regarding the LSA certificate and was in part a knowledge test on same. He had some great shots of cruising the beaches and swamps of Florida down low and slow in his Arrow.

## CHAPTER LOANER TOOL LIST

| <u>Name</u>     | <u>Tool(s)</u>  |
|-----------------|---|
| Dan Ahrns       | Differential Pressure Tester  |
| Steve Stasinov  | 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

**Cessna 170 NMC Project- Steve Derr** - A restoration project to provide a conventional gear trainer.

**Peitenpols air camper- Jim Lagowski.** - Landing gear damage repaired. Got some dual in a Piet. Working on prop.

**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. Got his Class 3 med. back

**Pulsar - Lou Aug** - Stainless firewall in and rewiring complete save a runup. Paint failures on horizontal stab will require stripping and repainting. Possible reupholstery this winter.

**RANS S-6 - Don Garrett** - Has 40 plus hours tached. Had a loss of coolant event and decide to have engine checked out.

**PK Special - Paul Kauffman** - Sold the wings

**T-28 - Duane Kalember** - English wheeling fairings

**Evektor Sport LSA- Bob Witkop** - Has a 136 plus hours on it.

**Fisher Koala - Lloyd Freeman** - Engine started, Borrowed prop from Lou. Engine runup OK, had original prop metrics changed. Doing taxi tests.

**RV6 & Kitfox - Dave Harden** - Kitfox "on ice" for winter.

**GlasAir - Jim Palmer.** Electrics continue. Maybe OSH.

**GlaStar Sportsman - Craig Sawka.** On wheels

**Challenger - Phil Cannon.** Inspection scheduled in a few weeks.

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

## CHAPTER WEBSITE-www.eaa234.org

Website has pictures from the Flyin, BBB schedule, links to weather and other sites.

## OTHER AVIATION RELATED WEB SITES OF INTEREST

[www.eaa234.org](http://www.eaa234.org)

[www.airnav.com](http://www.airnav.com) Airport data, fuels, nav aids

[www.homebuiltairplanes.com](http://www.homebuiltairplanes.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) Aviation news and commentary

[www.taildragers.com](http://www.taildragers.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 – Aviation Data and stats. Lots of stuff.

[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), [www.overtheairways.com](http://www.overtheairways.com) [www.windmapper.com](http://www.windmapper.com)

## Engine Break In advice

Ask any five people about engine break in and you will get seven or eight different opinions.

Ask any five people about first test flight of an EAB (Experimental Amateur Built) airplane with a new or overhauled engine and you will get nine or ten different opinions.

These are subjects with a lot of variables and I won't try to nail every one down. What I will do is list some items that I think are pertinent and let you sort them out and prioritize them to suit your situation and inclination:

**1)** There are inherent conflicts in flight testing an EAB airplane and a new/ overhauled engine together. Testing of each one is best done by doing something that is not immediately in the best interest of the other. So this means some compromises must be made in flight testing. One thing you do not want to compromise beyond absolute necessity is safety.

**2)** The very first flight deserves very careful preparation.

**3)** Do not use a chase plane.

**4)** Do not shoot multiple touch and go landings.

**5)** Do not do extensive high speed on the runway testing. Keep taxi testing to an absolute minimum because taxi testing involves low power engine operation and this is to be kept to a minimum until the engine is broken in.

**6)** Do not do crow hops.

**7)** Plan to take off at full engine power, climb to 3,000 feet above a field with a suitable runway, orbit for 20 to 30 minutes and make one landing -- that is it for the first day.

**8)** Don't have more than 2 or 3 "helpers". A hand held radio on the ground can be useful. Radio chatter during the flight is not useful.

**9)** The engine is broken in when it has operated long enough at high enough BMEP to seat or wear in the rings. This requires high power settings. Do not baby the engine during break in.

**10)** Do not damage the engine by overheating heating it with high power settings and insufficient cooling air flow.

**11)** Use straight mineral oil during the first full 50 hours of engine break in operation. If you switch to ashless dispersant oil with additives too soon you can glaze the cylinder walls. If you stay with the straight mineral oil too long by going the full 50 hours you have not really lost anything significant.

**12)** Change oil after the first 25 hours. For long engine life continue to change oil every 25 hours during the life of the engine.

**13)** Run up your engine at full throttle on the ground at least once prior to the first takeoff. Have the aircraft tied down in a climb attitude during this run up to ensure that your fuel system is functioning properly for this attitude and power setting.

**14)** Go to this web site and get more info on engine break in.

<http://www.eci2fly.com/pages/tech.aspx#breakin>

## OTHER STUFF

**Carl Rays** widow is going to sell his RV9 project, an early '2000s F150 pickup and their low time 1975 Cessna 172. Details will follow when available.

## 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.

**2007 Storm Ralley SLSA** . Will be sold at wholesale price. Must move from inventory. Prestige Aircraft Co. Jackson, MI

**Cessna 172.** (2) 1/8 shares 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) or Pete Bannister at 218-5569 (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 listings.** Go to [www.eaa234.org](http://www.eaa234.org) and click BBB link.

### 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

## FINAL

### PRIEST AND PILOT

A priest dies and is waiting in line at the Pearly Gates.

Ahead of him is a guy who's dressed in sunglasses, a loud shirt, leather jacket and jeans.

Saint Peter addresses this cool guy, "Who are you, so that I may know whether or not to admit you to the Kingdom of Heaven?"

The guy replies, "I'm Peter Pilot, a retired pilot from Indian Airlines."

Saint Peter consults his list. He smiles and says to the pilot, "Take this silken robe and golden staff and enter the Kingdom of Heaven."

The priest is next in turn. He stands erect and booms out, "I am Father Bob, pastor of the Santhom's Cathedral Church in Madras for the last 43 years."

Saint Peter consults his list. He says to the priest, "Take this cotton robe and wooden staff and enter the Kingdom of Heaven."

"Just a minute," says the good father, "that man was a pilot and he gets a silken robe and golden staff, and I get only cotton and wood. How can this be?"

"Up here - - we work by results," says Saint Peter, "while you preached - - people slept; while he flew - - **people prayed.**"