Experimental Aircraft Association
Delaware Valley, Pennsylvania
Meets: Last Tuesday each Month
7:30 PM Wings Field, PA (LOM)

April, 2007
Volume 31, Number 4

The Leader In Recreational Aviation

CHAPTER CHATTER

Chapter Number 78 *Flying Through History*

Our next Chapter Meeting will be held

Tuesday, April 24, 2007
at 7:30 on Wings Field (LOM)

What have you sent to our website

www.eaa78.org

lately? Let's keep this tool ALIVE !!

Updates From Rick

Our guest speaker for April's meeting is Marco Castanon of Aero Star Parachutes. He will be bringing in some cutes for us to peruse and give a short presentation with questions and answers. His company is based at Pottstown Municipal Airport.

Chapter 78 has been invited to host the EAA B-17 again this year and I think we will do it at Mercer Airport instead of Northeast Philly. The owner of Ronson Aviation at Mercer was very helpful and appreciative of our visit last year. I intend on asking the Trenton EAA Chapter to join us on the event.

A Young Eagles event is being planned for May, maybe at Doylestown Airport. We will need both volunteers to help with ground preparation and aircraft and pilots to help with the flying. We will be looking for people to sign up at the next meeting.

MINUTES OF THE REGULAR MONTHLY MEETING March 27, 2007

The chapter met in the Wings Field Terminal lounge with 20 members present.
Our President, Rick Eggleston, called the meeting to order at 7:45pm.

Rick announced that he would be calling a Board of Directors meeting soon to plan the next quarter's activities.

Our program began with member, Dave Hudnut reviewing the WW-I fighter replica challenge that the A&P school located at Phila. N.E. received from their corp. HQ. The challenge was that they are to build and fly a WW-I fighter replica in one year. They are looking to us for guidance. Having told them that it was not possible to do in a year Dave offered some help and invited chapter members to jump in. If successful the school will receive $20,000 which may just cover the cost of materials. They don't have a clue.

Our speaker for this meeting was long time member Jim Boxmeyer who had some years ago developed a process of applying glass cloth to one side of a 1/4" thick sheet of foam that resulted in very smooth combination. This could be formed to rather sharp contours with the simplest of forms to make control surfaces and fuselage sections. (Sorry no compound curves.)
Jim had been frustrated in his attempts to market this excellent product and offers his left over sheets to the chapter.
Jim demonstrated the process and everyone enjoyed getting into the act. Jim stood on the

assembled sheet to demonstrate its rigidity. The biggest investment is a vacuum pump.
He has used his brainchild in building very large RC models, which are powered by very efficient electric motors. Jim demonstrated the impressive thrust of these motors and predicted that light aircraft will someday, with the continued improvement of batteries and motors, fly with quiet, non-polluting, low maintenance systems.

Having no other business the meeting was adjourned at 9:00pm.
Respectfully submitted, G. White sec'y.

"YOU TUBE" link…..
On the latest news section, I am finally working on my pilot's license. Here is my first "televised" landing when I had about 8 hours (now I have a little over 12). My flight instructor recorded it.
http://www.youtube.com/watch?v=eAeiv6rPOrs

Hope to see you guys Tuesday , Fabiano

And from Harry Beard:

Dave, Here is an article the guys might be interested in. It's from the SSA's final newsletter by Paul Proberezny. It shows there is nothing new under the sun. Alcohol Gas idea is at least 70+ years old. Ed Hoelker

THE ALCOHOL-GASOLINE FIASCO

By Keith J. Fanshier (reprinted from Popular Aviation, November 1934)

Just how the aviation industry was saved a lot of trouble when the crop failure spelled the end of the proposed alcohol-gasoline fuel previously advocated for economic reasons.

Editors Comment: It has often been said there is nothing new. Often there isn't. While doing some research we came upon an article of interest from the November 1934 issue of Popular Aviation (now Flying Magazine). We are reprinting part of the article here. Auto fuel was a pretty basic fuel for the engine of the time – fuel was .30 to .35 cents per gallon.

Aviation can thank its lucky stars, or whatever forces are responsible for the so called disastrous drought of the past summer. Because for aviation it was not a disaster. It was an element of good fortune. This was surely an instance of the ill-wind which blows nobody good. This situation works out in this way:

The drought has wiped out surplus supplies of American farm crops, and appears to have been the major factor in putting into effect a strong price advance for major cereal products, particularly corn. And how, you may ask, is this such an instance of such great good fortune to aviation? I'll tell you how. It "put away on ice," at least for the time being, and quite possible for all time, the ambitious scheme of various interested parties and organizations (and of course some disinterested ones as well) for the blending of grain alcohol with the nation's gasoline supply to make compulsory an alcohol-base motor fuel. There is no question in the mind of this writer, nor in the minds of many others who have gone into this question to any important extent, that such a program would have been one of the worst misfortunes which aviation could have or ever has endured, and it has endured its share, and then some.

This writer ventures to hazard expression of the thought, for example, that, had alcohol-gasoline legislation which was pending some months ago in Congress actually gone through to a successful conclusion, and had alcohol-gasoline blending been extended to aircraft on a large scale – which would have been a logical and complementary phase of the main plan – the results would have been heart-breaking; and that term is used here deliberately and advisedly.

In other words, I believe the nation would have seen air tragedies on a wholesale scale, due to engine failure, the like of which has never been witnessed, even in the airmail fiasco of early this year. This did not come out as an element in the discussion of the corn-alcohol question at all, but from a calm, unbiased, thinking and well considered standpoint, I feel it should have received first consideration. After all, none of the many objections to alcohol-gasoline motor fuel which were brought to light stressed any danger to human life. But in the opinion of experts who should, and do know, lives of many flyers would have hung in the balance, and actually did hang in the balance while the legislation was nearly an accomplished fact.

While the writer is no prophet, the best current information supplies the basis for reasonable belief that the recent performance of grain prices in the markets and the expressed opinion of leaders of the grain trade that grain prices are due for even higher levels, takes the edge off any alcohol-gasoline blending legislation will be passed soon, if at all.

In the first place, no new artificial consumption scheme for grain products is necessary. Grain prices are doing quite well for themselves, thank you. In the second place, the spectre of a grain shortage has raised its head and it is hardly likely that even some of the minds gracing the halls of Congress would be willing to back a plan to divert needed domestic grain supplies to a non-food utilization with the possibility near of an acute need of all available grains for the nation's breadbasket.

Here, then, is one trouble which aviation seems to have side-stepped. Let it be hoped that it stays sidestepped. The principle cause of predicted trouble from attempting to blend alcohol with gasoline is the almost certain separation of the blend into strata in the presence of any noticeable amount of water. And under such conditions it is widely known that a certain amount of water is inescapable. Stratification of such a motor fuel would almost surely cause trouble in an internal combustion engine in operation under circumstances such as exist in air service.

The thing which appears to have put the kibosh on the whole alcohol blending campaign, with those who were actively pushing it in 1933, is not so much that there is a suggestion of a dearth of supplies, as that the anticipated life to the price of corn, wheat, oats and other grains to be caused by compulsory blending and thus increasing the price is not now needed to any such extent as a year

ago……..Alcohol will cost more than gasoline or any other mineral oil product, regardless of how it is produced, hence the addition of alcohol to gasoline imposes a needles burden upon the motoring public. And the increase will be considerable.

It was stated earlier in this article that the danger of alcohol motor fuel in this country had been averted. That statement must be qualified now a trifle. Such danger has been averted under present circumstances, involving a near-shortage of grains. If nature smiles too bountifully and a few years of bumper crops again come about there may be another surplus problem and new attempts at that time to give "relief" by means of alcohol/gasoline blending. For the time being, however, the coast seems clear.

SAVING GAS...AERODYNAMICALLY

Dave Grebe

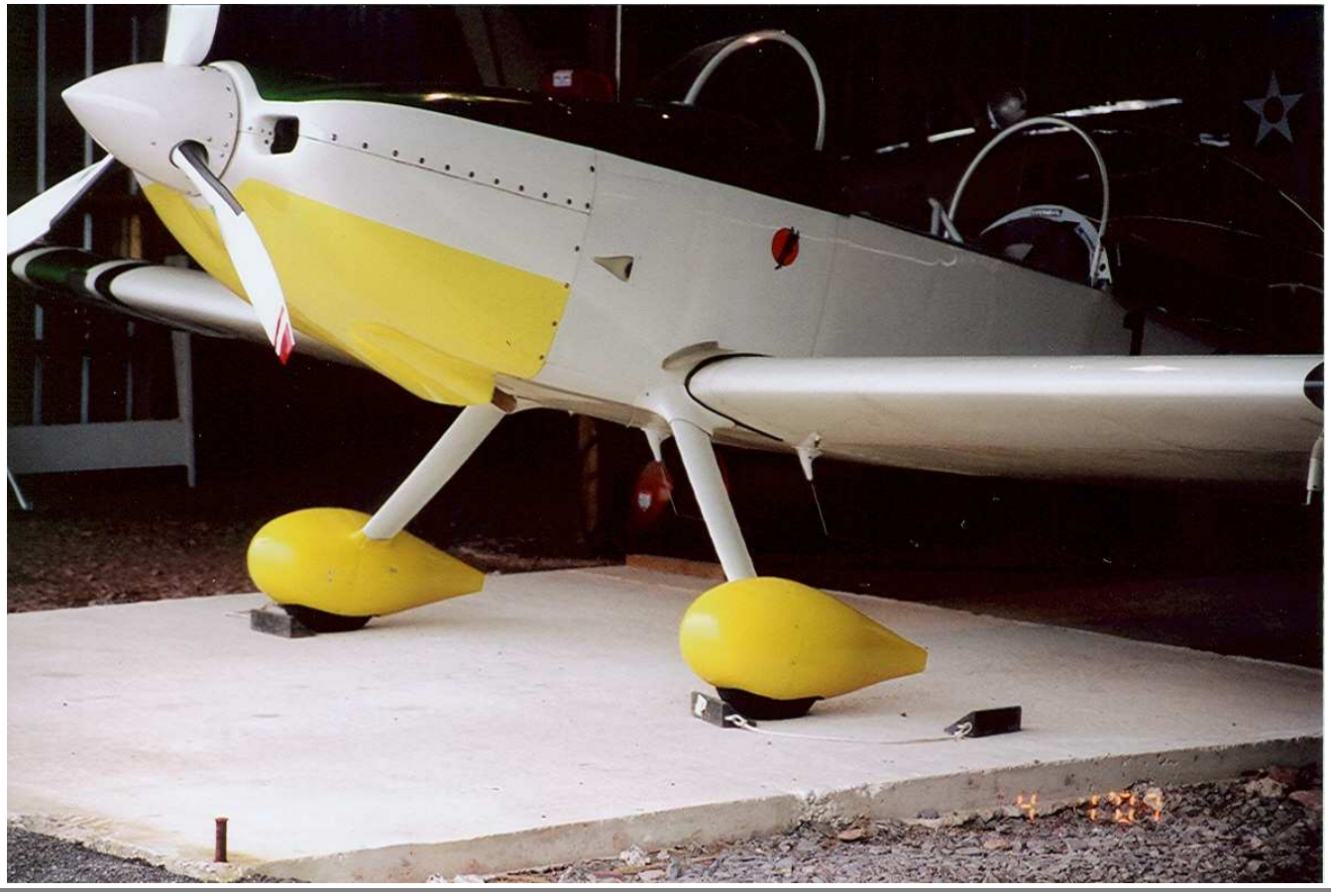
In the final stages of building my plane, I found out that seating the rings on that new engine would require running at high RPM and with a good load. The RV just isn't known for drag, so many builders elect to leave the wheel pants off to increase the drag.

But once my RV-8 was signed off, the first flight made, the engine broken in, and the 25 test hours flown off, it was just soooo great to be flying the object of my seven years of building that I never got around to finishing the wheel pants. After all, if it was nice enough to be at the airport, it was nice enough to fly!

The last 2 months have not been too kind to us for flying, so I got my aviation fix by finally working on the pants. For the last 2 years Marty has been trying to get me motivated to complete them by predicting a 5-10 kt speed increase.

I've got over 300 hours on this plane now, so when I first flew with the wheels, brakes, and mounting hardware well faired, the difference was clearly evident. I'm seeing about 7 kts difference at my usual 2400, 24" cruise setting.

What can I say? Marty was right all along !!

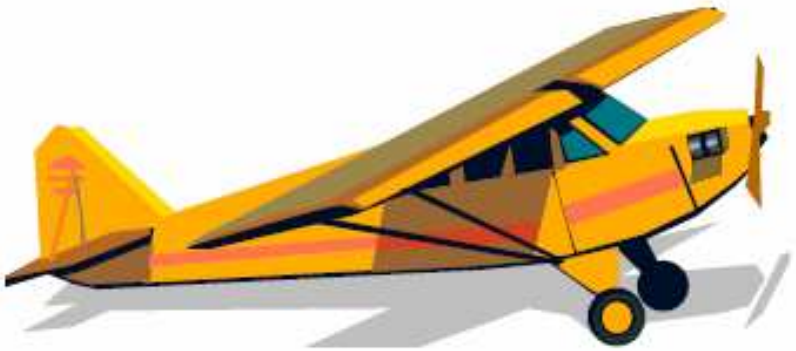


EAA CHAPTER 216
OLD TIME BARNSTORMERS
PANCAKE BREAKFAST

★★★★★★★★★★

May 5 & 6
2007
Rain or Shine
TIME:
8:00am - 11:30am
FLY-IN
DRIVE-IN

★★★★★★★★★★



ALL WELCOME!!!!!
(except terrorist)

Bring the kids, see the airplanes, talk to the pilots

LOCATION: Cross Keys Airport, 17N Cross Keys, NJ
AIRPORT COORDINATES: N39-42.33; W075-01.98
(Right Traffic Runway 9; Skydiving and Parachuting North of Runway)

DRIVING DIRECTIONS: On Rt. 555, 1mi. So. Of Cross Keys Bypass

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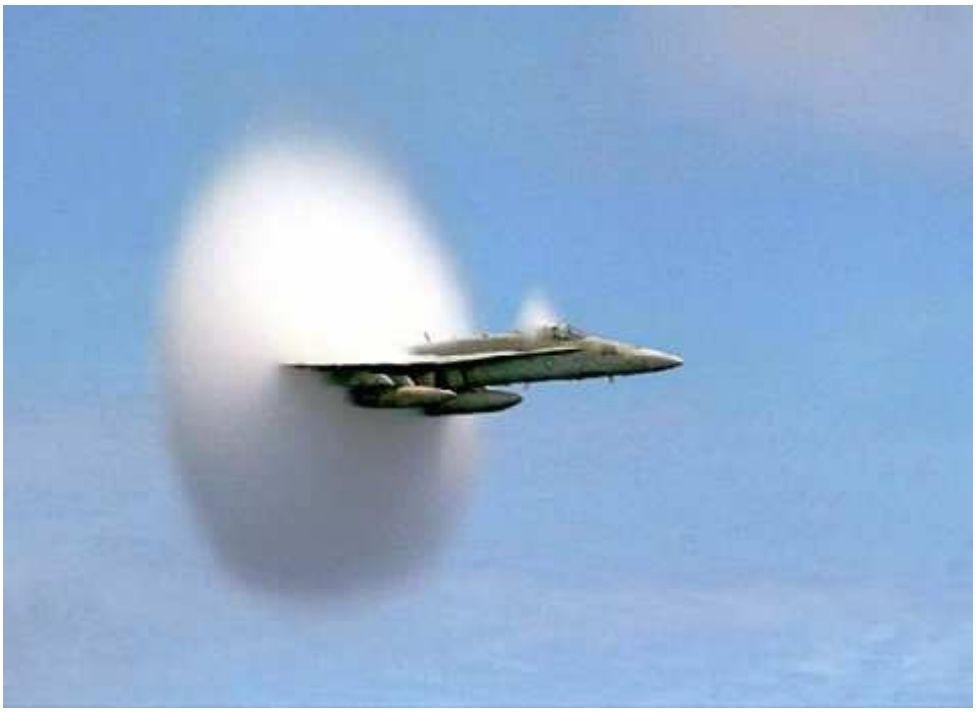

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