

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

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The Leader In Recreational Aviation

CHAPTER CHATTER

Chapter Number 78

Flying Through History

NEXT MEETING : SPECIAL EVENT

**Wings Field
on Saturday, October 28th
at 10:00 am to 12:00 pm.**

From Rick:

I have just arranged for Mike Floriani to fly his light sport plane into Wings Field on Saturday the 28th of October. Lets make this our October meeting. He will show off his airplane and bring a computer presentation of the aircraft. We can hold a regular meeting at this time in the FBO meeting room.

If he cancels out due to inclement weather we will just have a regular meeting.

So, our October meeting will be at Wings Field on Saturday, October 28th at 10:00 am to 12:00 pm. Bring your cameras! Some Light Sport Plane Pictures are attached.

(I sprinkled these through out this newsletter – Dave)

B-17 Event News:

EAA Chapter received a check from headquarters last week for over \$2,000.00 for helping out at the B-17 event! I mailed the check to our treasurer to put in our account. Otto can give the particulars at the next meeting. I just want to say what a great job every one did at the B-17 event. Thanks goes to all who helped!

2007 EAA Calendars

Our Chapter has the order form for 2007 EAA calendars. So at the next meeting be prepared to place your order.



MINUTES OF THE REGULAR

MONTHLY MEETING

September 26, 2006

The chapter met in the Wings Field Terminal lounge with 15 members present.

The meeting was called to order at 7:45 by our President, Rick Eggleston.

The minutes of the Aug. meeting were approved as printed in the newsletter.

There was no treasurer's report.

Once again our speaker for the night was unable to make it.

Rick stepped in to give us a very comprehensive overview of the LIGHT SPORT AIRCRAFT (LSA) situation. This new category will give incentive to established pilots who are content to fly VFR-day for pleasure, to continue and will also give enthusiasts a easier entry level.

Rick provided many pictures and spec. sheets.

There are many configurations, high or low wing, composite and rag & tube. They go from "real" airplanes to power-parachutes, from modern to retro. One common thread is the Rotax 912/912S powerplant with a few using Cont. 0-200 and the Aussie Jabiru. Of course let us not forget that the old faithful Cub, Champ and T-Craft are LSA.

Don Thompson spoke about the risks involved in using auto gas containing ethanol. Ethanol deteriorates some rubber and plastics. It is also corrosive. Don added that ethanol free gas sources are available at pettersonaviation.com.

Charlie Danila stated that ethanol is only added in the summer. (Are you sure?)

Having some time left, Rick called for more *Never Again* tales. He began with his own story of agreeing to fly a friend and his two sons to a naval base in Rhode Island. Trouble is the young men showed up with heavy duffle bags and Rick had topped off the tanks in the Cardinal. Through a series of test circuits each time adding weight and simultaneously burning off fuel he got to the point where the bird flew well with the entire load. Joe Shiaveni told of test hoping his KR-2 at PNE. The take-off was spectacular but in his first circuit he noticed white smoke

streaming from his cowling. Joe informed the tower of his situation and they diverted traffic and cleared him for an immediate landing. The wheel landing was so perfect that he had to touch the brakes to be sure he was on the ground. Upon clearing the runway things didn't look so bad so he continued to taxi to the ramp not realizing that he was leading a parade of light-flashing emergency equipment. Joe was reprimanded for not stopping immediately so that the fire brigade could go over the aircraft at a safe distance from other assets. Joe found the left side of the KR awash in oil. Investigation revealed a failed PCV hose that had been poring oil on the hot cylinders. Joe corrected the problem.

Guy Ullman recalled his "smoke in the cabin" scare. Flying commercial into San Domingo they encountered heavy smoke from burning trees that gave the affect that the aircraft was on fire.

Jeff Langer, flying a Navy C-130 after an engine change, noted a drop in fuel pressure to at one engine. Boosting the fuel to that engine resulted in spraying the area with kerosene. The fuel connection had failed.

Don Thompson had smoke in the cabin of his T-18 when his accessory case fractured as a result of a ceased mag. The mags had been removed to check compliance with an AD. He shut down the engine and managed to get it on the runway but long and hot. A snow bank became his arresting gear.

Otto told of not being able to throttle his engine. He shut down and landed at Queen City dead stick. Rick reminded us of our commitment to paint a compass rose for our host, Wings Aviation, but no plans were made to proceed.

Having no other business the meeting was adjourned at 9:30 pm.

Respectfully submitted, G. White sec'y.



NEED SCALES ?? **Elaine Huff**

Regarding the article by Pres Harry on weighing your aircraft....Beltzville Airport [14N] in Lehighton has barn scales that Dave Beltz [owner, operator, all around nice guy] uses to weigh our aircraft and they are pretty darn accurate. We just put new wing tanks in my Aeronca 7BCM L-16A and we flew it down from our home field to weigh for a new W&B sheet. We also ended up flying the Champ to West Chester during another trip and their airplane scales were within 10 lbs. of Dave's barn scales. Close enough for gov-ment work.

As this Chapter actually does build aircraft now and then (or has a member that has done some work that requires new W&B data) check with Harry and maybe I can talk to Dave about our Chapter using his scales for a small donation to the airport. I still have my Cessna 150 hangared at Beltzville and we just finished the annual with Dave signing it off. He is a retired Eastern captain who believes in sharing the wealth of aviation and maybe we can set something up.....let me know. Also, if Judy or Curt Hopkin need any more info the Aeronca Aviation Association has all the data on Champs, Chiefs, etc. at www.aeronca.org I was lucky, I did have the Department of Defense W&B data on my military Champ.

When we weighed my Champ, though, we found it was almost 70 lbs. HEAVIER that it was supposed to be.

Curiously, through the Aeronca Assoc. Champ guru Mr. Pancake, I have found out that the original weight on the Champs were advertised and documented to be about 60 to 80

lbs. LIGHTER than they actually were - the company lied! The push was on to compete with Piper Cubs which weighed in less and gave them a more useful load.

Again, let me know about the scales. It is a bit of a challenge getting into the field if you aren't used to short (2200'), sloping grass fields (it's on a ridge) but it's 125' wide and there is plenty of room to the high side.

Rick,

I am looking for a small Continental A-65 thru 0-200 or parts. If you have any leads I would surely appreciate it.

Thanks, Tom..

Tom Romanchik [tomromanchik@hotmail.com]



Subject: What's In Your Workshop?

(from an E-Mail Distribution....)

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted part you were drying.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouch...."

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

PLIERS: Used to round off bolt heads.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub that you want the bearing out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new disk brake pads, trapping the jack handle firmly under the bumper.

EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering an automobile upward off a hydraulic jack handle.

TWEEZERS: A tool for removing wood splinters.

PHONE: Tool for calling your neighbors to see if he has another hydraulic floor jack.

SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog shit or horse shit off your boot.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool ten times harder than any known drill bit that snaps off in bolt holes you couldn't use anyway.



TWO-TON ENGINE HOIST: A tool for testing the tensile strength on everything you forgot to disconnect.

CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER: A large pry-bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

AVIATION METAL SNIPS: See hacksaw.

TROUBLE LIGHT: The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, it's main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts last over tightened 58 years ago by someone at ERCO, and neatly rounds off their heads.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50¢ part.

HOSE CUTTER: A tool used to cut hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts not far from the object we are trying to hit.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts.

DAMNIT TOOL: Any handy tool that you grab and throw across the garage while yelling "DAMNIT" at the top of your lungs. It is also the next tool that you will need.

EXPLETIVE: A balm, usually applied verbally in hindsight, which somehow eases those pains and indignities following our every deficiency in foresight.

Dave

I was looking for info on auto gas and Marty suggested checking out Petterson Aviation. They sell STC's and conversion kits for auto fuel use in aircraft. Basically we can not use fuel containing ethanol. Not only will it attack the rubber components but it corrodes aluminum. For more info check out www.autofuelstc.com. They also tell you how to make a simple tester to see if ethanol is present in fuel. Maybe this was covered in a newsletter from Oshkosh but since I changed my isp can't them to use my new e-mail address. Please pass this on to the gang.

Don

MILLVILLE ARMY MUSEUM NOTE

The Millville Army Air Field Museum is hosting "Dancing with the Warbirds" on Saturday, Oct. 28th, 2006 from 7 PM to 11 PM. Tickets are now available for \$25.00 each and a limited number of tickets will be sold.

Location: Millville Airport, Thunderbolt Drive. There will be great food, music, Chinese and Silent Auction, and a 50-50 Raffle. On display in the Hangar will be a unique collection of WWII warbirds, such as a B-25 Mitchell, F4U Corsair, TMB Aveger, Beech Staggerwing, etc.

Please call the museum at 856-327-2347 to purchase your tickets now!

All proceeds benefit the Millville Army Air Field Museum!

December 15, 1924

AVIATION

1405



The Snyder-Macready light plane, fitted with an Indian Chief motorcycle engine. This ship, built in 1920-21 and flown then by Lieut. J. A. Macready, is a good example of scale-reducing a conventional airplane to a light plane

And from 1921, here's the Snyder-Macready Light Plane

CHAPTER CHATTER, EAA Chapter 78

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This is a note to all of you to pass on to your respective clubs:

I had purchased a partially completed Murphy Rebel, (see the link below) to finish while I was working on my PPL. I joined a local EAA chapter only to find out that they were very much a social club with very few builders. I tried to participate with another chapter farther away, but while a great group of very active builders, it is just too far for me to be active participating in the group and I have become very discouraged.

So, I am contemplating hanging up the build of the Rebel to let someone else work with it.

Murphy Rebel

http://www.murphyair.com/Product_Info/Rebel/Introduction.htm

(the picture at this link is exactly the configuration that I have)

It is a Murphy Rebel ser # 572 with a 0 time new Lycoming O-320 engine and 0 time Sensenich prop with avionics, spring gear, wing lights, etc.... Really, the aircraft has everything to complete it, just lacking the motivation on my end.

If you know anyone in your club that would be interested, please pass my information on to them.

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