

M A R C H 2 0 1 1


SKYWRITINGS

EAA Chapter 439

Central U.P. of Michigan home of the Yoopers!

www.eaa439.org

THE PREZ SEZ!



Turnout at the February meeting at Scott Trask's was a little low. We had no Escanaba attendance. Looks like we will meet at Terry's in Escanaba for the March 4th meeting, but I can't make that one. I have sign-ups for our local soccer league that morning and I have to help conduct the sign-ups. I think we found a trailer for moving our chapter equipment and supplies into. I found a new 24 footer in Georgia, with pricing at least \$600 under anything closer. It has a rear door and a front/side door. The inside walls are 3/8" plywood, which will work much better than the traditional "milk house board" interior. . Scott Trask and I are going to

Sun & Fun, and have decided to drive down so we can pick up the trailer on the way. We'll probably get it on the way down, and use it for our "Camper" at Sun & Fun. It will beat sleeping on the ground in a tent and dealing with fire ants. It will take us two days each way, instead of 6 hours with the Mooney, but I think we'll be hard pressed to find a better deal on an enclosed trailer.

I have 3 EAA 2011 Aviation Calendars left. I have \$10 in them, and would be nice to see some chapter members buy these last 3. Anyone interested? This is the first year we've tried purchasing the minimum quantity, but thought we would give it a try. As mentioned above, I will be attending Sun & Fun in Florida this spring. I haven't been to a major air show in 4 years, so am really looking forward to seeing what's happening with aviation, especially the Turboprop Lancair.

Speaking of project planes, I got back on my Lancair IVPT the first week of February with some real passion. Usually, after a long break, it takes a while to get back in the flow and be enthused. For some reason this time,

(Continued on Page 2)

Save the Date!

Tentative Meetings

Sat. Mar. 5th
10 am ESC time
Terry Glimn's
Hangar
Delta County
Airport

Apr 1, SUN'N FUN
SOUTH!
5:00 pm@
Jim Riverside's
Trailer Site 19
EARLY BIRD
CAMPGROUND

Apr 2, 2011
SNOW & FUN
NORTH ??????
Host it at
your favorite
place ???

May 21 International Learn to Fly Day
May 21-22 Oshkosh Work Week End
June 18 Young Eagles Day @ IMT
July AirVenture Jul 25-31, 2011
Schwinefest Theme is "SPACE"
Aug 6, 2011 Escanaba Area
Sep 17, 2011 Ford Airport Day @ IMT

THE PREZ SEZ, (Ct'd from Pg. 1) and my enthusiasm level is as good as it was at any building point in the past. Must be age creeping up and the fear I'll be too old to fly it if I don't get it done soon. I've found a lot of individual projects I can move forward on without a lot of immediate expense (significant costs anyway). I only have one child left at home, who is gone almost all the time anyway. Children and money were my best excuses for not working on it the last few years.

We're still looking for meeting locations for the next several months. If you have a project, or an interesting item or program for hosting a meeting, please get with Jim or me!! We need to also look at some "Fun" functions for the upcoming spring flying season; either fly-outs for breakfast, lunch or dinner, a fly-in, maybe even an evening dinner (pot luck or a barbecue) at the airport. Lets's all think "out of the box" for ideas to make our chapter membership more enjoyable and rewarding!!

Tom

PS: I didn't mention much about my Lancair project in my newsletter submission, but I've been on it with a vengeance. (I hope some of you are sitting down when I make this report). Other than a 4-day snowmobile trip this past week, I've worked on it every day for the last 3 1/2 weeks (well in excess of 100 hours this month). I've finished up the rudder and vertical stabilizer, including body work of the rudder to the vertical stab joint, hinge covers on the rudder, final fit of 4 access panels, and I'm ready for primer on this section of the plane.

I have also finished up the pressure bulkhead supports, and drilled and nut plated everything for mounting the bulkheads to the fuselage. The wings and winglets were still in need of final fit and body work. I have one wing and winglet done in that regard, and the last wing and winglet are a day or two short of done. I have also started on final fit of the nav light lens covers and landing light lenses. Last night Beth and I installed window number 2 (Steve helped me install the first one a few nights ago). My A/C system has arrived, and I will be starting that install in the next week.

I bought a "self contained" roof mount system for a commercial or industrial application, and will remove the components and custom fit them as required. Although this will be a bit time consuming, the savings over a conventional "custom built" Lancair system will be in excess of \$4,000. In addition, the "kits" for my plane are 10,000 BTU, and many builders are unhappy with their performance. My unit is 16,000 BTU, so I should get much better cooling. Why A/C? I didn't plan on it, but with a turbine you can't just prop the door open when on the ground in hot weather. The exhaust for the turbine is on the side of the cowling, which would fill the cockpit with jet fumes.

Hope you enjoy the update! **Tom**

WHAT ARE YOU DOING ON INTERNATIONAL LEARN TO FLY DAY 2011?



The second annual International Learn to Fly Day is May 21, 2011. This event is organized by EAA to raise interest in flying and encourage current pilots to get others involved in aviation. How can you get involved? Invite a friend to go flying that day, sign your spouse up for a lesson, put a sign up at work inviting colleagues to your hangar, organize a chapter Learn to Fly event, or, if you're not yet at pilot, take your first lesson on May 21!

What should Chapter 439 do to promote our passion on this Day? Ed.

Editor's Notes

Jim Riverside

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Here I am again, a little late at getting the newsletter done again. These past several months have seemed to be really short. February sneaks in being two days shorter besides. But, you should have your newsletter by snail mail as well as e-mail to mark down the March 5th meeting that will be held at Terry Glimn's Hangar on the Delta County Airport at 10:00 am Escanaba time or 1500 Z. Hope I have it right this time. Don't trust me, I had it all wrong in November! So come one and all, Terry always has something interesting to show the members. Check and see if he has that Cessna 172 of his ready for another summer of Flight Instruction.

I have tentatively set May 21 & 22 as the date for our Chapter Work Week End at Oshkosh. That date still has to be verified with EAA! I need to know who is going ASAP as the first thing they want to know is how many people we will have going down there. If you have anyone under 16, there is a special form that needs to be filled out for each of them. So, let me know if you plan on going so I can give them a list of names as soon as possible.

I see that EAA is holding it's second annual "Learn to Fly Day" on May 21, 2011 also. So, if you would rather introduce someone new to the world of flight than go to Oshkosh and volunteer your labors and or skills for the weekend that is forgivable.

Next up is Young Eagles day at Ford Airport on Saturday June 18th, and will be upon us before we know it. Mark it down on your calendar. We need to get some publicity going on that before long. Also call or e-mail Scott Trask to let him know if you can Fly Young Eagles, or help with getting them signed up and loaded in and out of the aircraft safely. Also put in your request for a CAVU day for it this year.

If you've never been to the Sun 'n Fun Fly in before, come on down! It will start on March 29th and run through April 3rd. The earliest it has been since I have been coming down. This is the 12th year that Inez & I have been here, and it gets a little bigger each year. Hope to see you here! **Jim**

We could have had our meeting here! Scott and Pam are off on another adventure in their airplane "Wild Thing!" via e-mail from them on 26 Feb 2011. Ed.

Hello

Looking for a place to have the next meeting? How about having the meeting at the Best Western in Scott City, Kansas. We have been sitting here for three days. Looking at ice on the loaner car from the airport and freezing fog. We are getting bored so if you guys can car pool it and come on down we would really appreciate it.

HA HA!

We are hoping to get out of here maybe this afternoon and take a 40 min. ride down to Texas (DHT). We will sit there for a day (to avoid the 60 mph gusts) and then fly on over to Lake Havasu (HII) on Monday or just take off from here on Monday. Hopefully we don't go stir crazy. We have a hangar in both places to put Wild Thing in. We are looking for change of scenery. I'll tell you more when this adventure is concluded and we are back home at IMT!

Scott (and Pam)

Tom's Lancair IVPT Project!



Lancair 002

Lancair 002

This picture shows the pocket fabricated to hold the Rudder counter weight. In the original Lancair design, the end of the rudder is about where the support bulkhead is now (with the handwriting on it). By moving the c/w ahead, I was able to reduce the size and weight of the c/w by at least 40%.

Lancair 003

Counter weight was substantially larger before fitting to the opening. Reducing the lead and forming it was done by melting most of it down, and then with a very rough rasp. You can notice the rudder is on a balance jig (lower left corner) so I kept reducing the original weight until I was just past the balance point. I will drill out the remainder amount of weight after getting it in primer.



Lancair 003

Lancair 004

The counter weight was epoxied in place, and then the cover was installed. The cover for the C/W is actually the cut off section of the vertical stabilizer, as the original design had the vertical stab protruding in front of the C/W. I didn't like this design for two reasons. The first being problems builders were having with the rudder icing to the vertical in icing conditions. The second is the 40% or better reduction in weight when the C/W is moved that much forward.

Lancair 005

A picture of the rudder installed with body work almost done at counter weight area. I used a piece of 1/8" teflon between the vertical stabilizer and the c/w horn so I could body work the two together. I then removed the teflon and the fit is perfect.

Notice the trim tab has an internal connecting link between the servo and the trim tab. The Lancair standard design has the link and connection horn outside in the slip stream.



Lancair 004



Lancair 005

Secretary's Notes

Mike Betti 906-779-1368 mbetti@uplogon.com

Eaa Chapter 439 Meeting Notes Scott Trask Home Iron Mountain, MI
February 5, 2011

Members present:

Mike Betti	Tom Sullivan	Whitey Jensen
Aaron Gustafson	Lloyd Cudnohufsky Jr.	Lloyd Cudnohufsky Sr.
Scott Trask		

Tom Sullivan opened meeting at 9:30

No Treasures report.

Tom Sullivan gave a report on the trailer search, still looking within our budget.

Mike Betti gave a report on the new scales being in. It was discussed that we could leave 2 of them in Escanaba area and 2 in Iron Mountain. This way a builder could use a bathroom scale for the 3rd position. Scott Trask said he could work on making some kind of ramp system for the scales.

Tom Sullivan reported on the annual report for national and year end closing of Chapter.

Scott Trask talked about ways to improve attendance during Young Eagle events.

No new business.

Lloyd Cudnohufsky Sr. gave a report on the glider progress. Everything is covered and wings are ready for paint.

Meeting was adjourned 10:15

Coffee and treats were served

Mike Betti - Secretary

SUN 'n FUN 2011 Event Poster

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Dues are \$15.00 a year! From August 1st Please send them to our treasurer'

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