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January 2005

Oshkosh - Sport Aviation Capitol of the World

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**CHAPTER 252 MEMBER MEETING
THURSDAY NIGHT - JANUARY 13 - 7:00 pm
SONEX HANGAR - East side of Wittman Field**

**PROGRAM - CHARLIE BECKER
SPORT PILOT / LIGHT SPORT AIRCRAFT**

**CHAPTER 252 ANNUAL COMMUNITY BANQUET
SATURDAY NIGHT - FEBRUARY 5th
6:00-7:00 pm for cocktails - 7:00 pm dinner
\$25 Per Person - RSVP Frank Friedman by January 24th
BANQUET WILL BE HELD AT AIRVENTURE MUSEUM**



President's Message
Steve "Sky" Lark

Well here it is 2005—101 years since the birth of powered flight. On December 17, 1903 two brothers launched the era of powered flight, and now we and our fellow EAA'ers are launching the next century of flight. In 2004, we witnessed 2 significant achievements in the grassroots of recreational aviation – first was the passing of the Sport Pilot / Light Sport Aircraft rule, and then there was the first manned space flight by a private astronaut – in a spaceship born from the homebuilt movement.

As a computer executive, I'm constantly amazed by the non-stop innovation in technology and frequently think how much things have changed in the last 10 years, both for computers and now aviation. When you look back at 1995, who would have thought that there would be a homebuilt spaceship, made of fiberglass, that would fly into space? What advancements in aviation and technology will we be looking back on in the year 2015? I suspect that the idea of the 'Glass Cockpit' will be old news and will be very affordable (at least in aviation terms!).

As your new Chapter leader, I hope to see our Chapter reach it's full potential, since we do have the 'Home Field Advantage'. Past Chapter leaders have established a foundation for all of us to make this Chapter the model for all of EAA. It won't happen overnight, or even during my 2-year term, but with your continued support we can make it happen.

My approach will be to listen to what our fellow aviation enthusiasts want, and then lead the Chapter in delivering those needs. I encourage your input and active

participation, since the ONLY way our chapter will prosper is with EACH members' ACTIVE participation. Borrowing from a famous quote: "Don't ask what your Chapter can do for you, but as ask what you can do for your Chapter".

In closing, I'd like to thank Pat Keesler and John Monnett for their leadership over the past 2 years and look forward to seeing everyone at our upcoming Community Celebration of Flight banquet on February 5th, 2005 at the EAA Museum!

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2005 Membership Renewal

Annual dues renewal of \$20 per person is due right now! Get your check or cash to Frank Friedman, 1239 Lake Breeze Road, Oshkosh 54904. Make checks payable to EAA Chapter 252.

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Annual Chapter 252 Community Celebration of Flight Banquet

The annual banquet plans are rolling right along. It will be held as usual at the EAA AirVenture Museum. The menu is all set, the silent auction is going together, and the entertainment is promising to be outstanding.

Tickets are \$25 per person (\$20 for dues-paid members) and it is expected that attending members and others will pay for the tickets ahead of time to avoid any problems at the door. Get your tickets from Frank Friedman, Treasurer. Make checks payable to EAA Chapter 252.

New Soaring Distance Record



Time was when a flight of a hundred miles in a glider was quite an achievement.

Now we have word that Steve Fossett and Terry Delore, took off from El Calafate in Argentina in a Schleicher ASH-25M sailplane, and landed almost 16 hours later in San Juan - a flight of 1,358 miles - almost the length of Argentina. Some of the flight was over the Andes, and used a combination of thermals, and ridge lift, along with wave soaring to complete the task. This all took place on the weekend of December 4-5. On the FAI paperwork, Terry Delore is listed as PIC, with Fossett as copilot.

Fossett plans to takeoff from Salinas KS sometime in the next several months to make a solo round the world non-stop trip in a Burt Rutan-designed jet powered "Global Flyer". The flight is expected to take 80 hours.

Help Wanted - Aircraft Mechanic

Lakeshore Aviation in Manitowoc is looking for an A&P/IA mechanic for their FBO and flight school. Curt Drumm, (920) 901-2200.

Modern Aero in Eden Prairie MN is looking for jet/turbine mechanics. Flying Cloud Airport - (952)941-2595

Beechcraft T-34s grounded - again

The T-34 airplanes have had their problems with wing spar cracks, and even the loss



of wings in flight. An AD note required serious rebuild of spars. Recently, one such T-34 which had a replacement spar, lost a wing when cracks developed outboard of the area that was addressed with the AD. Now, they're all on the ground for a while.

Joe Funk goes West



Joseph C. Funk of Coffeyville KS died on December 2 at the age of 92. Along with his twin brother Howard, Joe built Funk airplanes and engines as a side business. From Akron OH, the two brothers were regular visitors to the Elmira NY National Soaring contests in the late 1930s, where your editor (then just a kid) first met them. EAA has a 1940 Funk, powered with a Funk-modified Model A Ford engine in the AirVenture Museum. The brothers turned the Ford engine upside down, made other modifications, and called it a Funk engine. As far as I know, it is the only converted automotive-engine powered airplane ever issued a CAA/FAA Type Certificate.

EAA's SportAir Workshop - Jan.29-30

The annual EAA SportAir Workshop is scheduled for Saturday and Sunday, Jan. 29-30 at the EAA grounds. A full menu of fabric, composite, sheet metal, electrical, gas welding, and more are available. These workshop sessions can get you familiar with building skills. Contact EAA at 967-5746.

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Freeze the balls off a brass monkey!

This is included in the "I'm not making this up, folks" category. In the heyday of sailing ships, all war ships and many freighters carried cannons that fired round iron cannon balls. It was necessary to have a good supply of such cannon balls near each cannon, but how do you store such iron balls with quick availability, but keep them from rolling about the deck? The best storage method was a square-based pyramid with one ball resting on top, resting on four, resting on nine, which rested on sixteen. Thus a supply of 30 cannonballs could be stacked right next to the cannon. The bottom retainer frame was a plate called a "monkey" which had 16 round indentations. If this plate were made of iron, the iron cannonballs would rust to it in the salt air.

The solution was to make the monkey of brass. Great idea. However, brass and iron have a different rate of expansion and contraction due to temperature. When the cold would strike, the brass monkeys would shrink, forcing the cannonballs out of the frame.

"Cold enough to freeze the balls off a brass monkey."

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How to build a Pietenpol for \$6,600

Norm Petersen says this is a Pietenpol story. Seems that a couple who were camping at AirVenture last summer decided to go to breakfast cooked in a restaurant, so they hied off toward the flight line. The vendor had a "Senior Camper Special," which was two eggs, bacon, hash browns, and toast for \$3.95. (I told you it was AirVenture.) "Sounds good," said the lady, "but I don't want the eggs."

"Then I'll have to charge you \$5.20 because you are ordering ala carte," the lady behind the counter told her.. "You mean I'd have to pay for not taking the eggs?" the woman asked incredulously. "In that case, I'll take the special."

"How do you want your eggs?"

"Raw and in the shell," the woman replied. She took the two eggs back to camp. She and her husband built a Pietenpol for about \$6,600, engine and all. Now you know how it can be done.

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Who would have guessed it?

Aero News

It was a simple little runway paint job at Seattle's Boeing Field restripe some taxiway and runway lines. Using the standard runway paint, which has tiny reflective beads imbedded to give off visibility at night, the job was done on December 3rd. In the next several days, the engines of several 737s as well as the engines of the last 737 ever produced, sucked up enough of the glass beads to ruin ten engines at a cost of some \$5 million each! The paint had been applied in the same manner as it is all over the country, but something happened to allow the glass beads (about the size of sugar crystals) to separate out.

Ol' Tattered Wingtips

The Navajo Nation will partner with Utilicraft Aerospace Industries to produce the FF-1080-300 twin engine freight aircraft.



The arrangement will establish three aircraft sub-assembly plants on Navajo Nation lands that will create hundreds of jobs. The Navajo Nation has agreed to invest \$34 million in the project to become a 25% partner in Utilicraft.



The FF-1080, which has been in development for 13 years will be an all-aluminum, twin engine, high wing, fixed landing gear, non-pressurized, single pilot capable turboprop aircraft with short takeoff and landing capability, specifically designed as a utility air freight transportation system.

An Australian operator, Global Air Group, has agreed to buy 100 of the airplanes. The WSI Group in Hong Kong has also agreed to purchase 300 of the airplanes. Final assembly near Albuquerque NM will produce 96 airplanes a year. FAA certification is expected in 2007.

The airplane will use two Rolls-Royce turboprop engines, the same used on the Lockheed-Martin C-130J (which is having its own problems). Gross weight is 69,740 lbs. with a useful load of 32,000 lbs.

Editorial Note: The concept sounds great. However, there is a trail of tears about the Seminole Nation building and selling the old Meyers airplanes, which already had FAA

certification. It flopped. So far, no proof of concept FF-1080 freighter has been built. FAA certification for such a project will be very expensive and time consuming. Putting up \$34 million for a 25% share of a paper airplane sounds very risky. Nobody knows where the rest of the financing for the other 75% will be found.

With the assurances of the Bush Administration that Wall Street will return a good income for part of your Social Security money, perhaps the Navajo Nation could team up with the financial gurus from the Bureau of Indian Affairs (once they get their own books straightened out) to get good advice on what stocks to purchase, and use the \$34 million for that.

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Movie reviews

In our never-ending quest to provide a well rounded life for our readers, we can tell you:

Flight of the Phoenix - This is a remake of the older movie of the same name. An airplane crashes in the desert, but the gutsy crew makes a flyable airplane out of the parts. The new movie is not nearly as good as the original which starred Jimmy Stewart. Paul Mantz flew the "rebuilt" airplane, which had severe CG problems. It crashed and killed Mantz. Go to your movie rental place and check out the original.

Aviator - The story of Howard Hughes during his heyday in Hollywood and his daring exploits with airplanes. Leonard DiCaprio doesn't look like Howard Hughes, but you will get caught up in the movie because it is so well done. Go see it.

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**ANNUAL COMMUNITY CELEBRATION OF FLIGHT
EAA Museum, Oshkosh WI**

Saturday Night, February 5th, 2005

**Hosted by EAA 252/Steve Wittman Chapter
Master of Ceremonies - John Monnett**

Cocktails at 6:00 pm

Dinner at 7:00 pm

\$25 per person

(\$20 for dues-paid Chapter members)

Please reserve your tickets no later than Jan. 24th

Payment in advance

RSVP to Frank Friedman, Treasurer, Chapter 252

1239 Lake Breeze Road, Oshkosh WI 54904

**Editor, *The Pylon*
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**New View Technologies on Wittman Field
is now a factory-authorized service center
for the Diamond Aircraft series.**