



February 2016

www.414.eeachapter.org

| February | | | | | | | <u>Next Events</u> | | March | | | | | | |
|----------|----|----|----|----|----|----|--------------------|--------------------|-------|----|----|----|----|----|----|
| S | M | T | W | T | F | S | <u>FEBRUARY</u> | <u>MARCH</u> | S | M | T | W | T | F | S |
| | 1 | 2 | 3 | 4 | 5 | 6 | 11 Chapter meeting | 10 Chapter meeting | | | 1 | 2 | 3 | 4 | 5 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 25 Board meeting | 19 Meeting Avidyne | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 | | 24 Board meeting | 13 | 15 | 15 | 16 | 17 | 18 | 19 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | | | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 28 | 29 | | | | | | | | 27 | 28 | 29 | 30 | 31 | | |

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From the Pres

Our February meeting will be a project update from Dave Smith with the story of his Kolb rebuild and a discussion of the Legal Eagle ultralight he is looking at building next. Dave has already built an RV-7 and originally came from the world of ultralights so the Kolb and Legal Eagle in some ways represent a logical if somewhat circular progression.

This leads me to my topic for this month. Building vs flying or flying and building or building and not flying etc. In the beginning EAA's mission was simple. A central support for those interested in building and flying homebuilt or in some cases home restored aircraft. There once was a day when

Sport Aviation actually published plans and then spent the next year publishing articles on how to build the plane from the plans. IE the Fly Baby. Over the years that mission has morphed into support for all types of flying and aircraft. It is an all-encompassing organization. Young Eagles, aerobatics and general aviation all have made the beat. Unfortunately home building and especially scratch building have become rarer activities and are now questionably even the primary focus of the modern EAA.

There are lots of reasons for the severe decline in true home building. Less spare time, less money and less hands-on knowledge of building anything have all contributed. Many of the early popular homebuilts like the Fly Baby, Teenie2 and Evans Volksplane relied on materials that are no longer so easy to come by. A plethora of available kits has probably also contributed in its own way by providing so many options that there is an inclination to wait until you can afford to build the ultimate airplane for the mission to the moon you might someday make.

One of the largest reasons however has to do with something I call the planet alignment theory. As I talk to members of our own and other chapters I have lots of conversations that go something like this: "I am going to be building an RV SonneGlass 34 as soon as – I have the money – time – the kids are out of college – the planets align. I will get back into flying when.... I will start working on my pilot's certificate ...

Many of these are legitimate reasons not to build or work on a certificate. But if you are waiting until everything is just perfect, or for the planets to align so you can build that ultimate plane, you will likely never get that ultimate plane

built. Ten years from now it will likely still be on the old bucket list.

Or.....

You can scale back the dream aircraft and get something built that you can fly in the near future. It won't be the ultimate machine, but it will get you airborne. You will be flying something you built. You will be able to keep your skills sharp while you build the RV SonneGlass 34. And if for some reason that doesn't happen you will have still done something few people do. You will have built from nothing a flying machine with your own hands.

This leads me back to where we started before my apparent digression -- Dave Smith, his Kolb and his new potential project, the Legal Eagle. Neither of these is the ultimate flying machine. They are not designed for, and are not capable of, taking you and your family on that dream vacation to the Caribbean or for performing 8G Aerobatics. They are, however, fully functional aircraft and they do fly like real airplanes even if at a slower pace than an RV-8. They also tend to be inexpensive to build, fly and maintain.

In the case of the Legal Eagle, it can be built from scratch. Scratch building offers one really nice benefit for the more impecunious among us. You can buy materials in little bits as you have money and construction costs can be broken down into small manageable chunks. If you stick to one of the simpler projects you should be able to finish a project in a year with a little dedication, especially with the support of a group, a group like your local EAA chapter.

For the last couple of years I have been looking at a couple of small aircraft -- single seat, low tech ultralights or near ultralights -- with the idea of starting another project. No glass panels, no exotic materials, just a simple stick and rudder airplane built with commonly available materials and basic shop skills for flying on nice days; an airplane built just for the joy of flying and with no greater mission than perhaps getting to a local pancake breakfast or fly in.

There are a number of aircraft that fit this category: The Legal Eagle, the MiniMax, and the Texas Parasol among others, can all be built as ultralights or VERY light sport aircraft, depending on the construction details and choice of either 2 or 4 stroke power plants. All are scratch built.

My leading contender has been the Texas Parasol. It is an open design with free plans, an active Yahoo group and it is championed by Rag Wings' Richard Lamb. Enough have been built to prove out the design and even variants of the design. The aircraft was originally developed by EAA chapters in Texas to allow people to build a small airplane out of easily obtained materials (aluminum angle and tube) at relatively low expense. In the late 80s and 90s they were constructed often as multiples which allowed for the builders to collaborate and also keep the price down by buying materials in quantity.

The resulting plane is a slow fair weather flyer that can be handled by the average pilot and built by someone of average

ability. The main drawback of course is that it is a single seater. On the other hand if you build a "squadron" everybody gets to fly. How cool is that? (Think formation arrival at the pancake breakfast.)

And so I am proposing at least a partial return to our roots, an attempt at putting the first EA back in EAA so to speak. As much as I enjoy the aviation history, Young Eagles, and Warbirds, I think it is time to remember that at one time we built airplanes. As you read this I will be starting the construction of the tables I need for my parasol. Anybody who wants to, is welcome to join me and build along.

DB Feldman

Newsletter Submissions

The A-10 Warthog.

I ran across what I consider a very interesting YouTube video about the design and development of the A-10 Warthog. The narrator states that there had never been a plane like it built before or since. The picture below is from the Waukegan Airshow. If you would like to view the video, you will need to type the URL, also below, into your browser.

<https://www.youtube.com/watch?v=rEdy84YGf1k>



Quote of the Month

Wouldn't it be great if we could get a "Quote of the Month" submission from members for inclusion in the newsletter each month. (More than one would be even greater.) John Cecilia offered this one:

"When everything seems to be going against you, remember that the airplane takes off against the wind, not with it."

Henry Ford

*** Notice ***

On Saturday, March 19 there will be a very informative meeting with Avidyne. Mark your calendars. More to follow.

January 2016 Chapter Meeting Minutes

EAA Chapter 414 – Membership Meeting Minutes –

January 14, 2016 –

Location: Warbird Heritage Foundation (WHF)

Convener: 7:15 PM

Present:

Dan Feldman-Pres., Mike Fazio-V.P., Sam Battaglia-Sec,
Dave Smith-Tres., Jim Hull-Past Pres.

Chairman: John Cecila-Membership, William Costello-
Newsletter

A total of 11 members and 7 guests

Dan Feldman opened the meeting with introductory remarks. He spoke about the newsletter, needing volunteers to coordinate Young Eagles, programs and special events a member survey to assess members' desires for programs, activities and suggestions.

Dan introduced Ryan Paul from avionics manufacturer Avidyne who briefly spoke about a March 2016 presentation concerning ADS-B In/Out along with their product offerings. No specific date was settled upon. CAP (Civil Air Patrol) cadets and other interested parties will be invited to participate.

Jim Hull presented an update on the F-111 project. The plane is one of the original build of 10 with the tail number 63-9767. The airplane was transported from Chanute and arrived at Waukegan airport on December 18th. The plane had been disassembled with the fuselage places in one hanger and the wings and tail-planes in another. The F-111 excerpts of the video "Wings Over Vietnam" were shown. The paint scheme was discussed and has not been decided upon. The paint is being donated by Akzo Nobel Aerospace Coatings, whose office is located in Waukegan. Jim led an open discussion about "what's next", and displayed artist renditions of the proposed Vietnam War Memorial and its location. Jim briefly talked about the financing, fund raising and recruiting volunteers with A&P experience to work on the project. September 10, 2016, the date of the Waukegan Air Show, is the target for completion of the memorial in its entirety (airplane & real estate), and its dedication.

At approximately 8:20 the meeting was adjourned and reconvened at the hangers on the South side of UGN for the members and guests to look over the F-111.

The meeting concluded shortly after 9 PM with some members returning to the WHF to put away the chairs and remove the AV (audio visual) equipment.

Respectfully,

Sam Battaglia
EAA Chapter 414 Secretary

F-111 Aardvark

Secretary Sam Battaglia, via the January meeting minutes above, brought you up to date on the status of the F-111. Of all the members taking pictures of the Aardvark, John Cecilia sent the ones below for those who could not make the meeting. I think one of the pictures captures the stealth of the 111 as it hugged the terrain during night missions. Another shows the gigantic bearing hole for the pin that holds the swing-wing to the aircraft.



EAA Webinars

Sit back in your favorite chair, log into the EAA website, and enjoy a discussion on a topic of interest! The EAA webinars are presented by flight instructors, mechanics, manufacturers, and others knowledgeable in the subject matter. These live multimedia presentations are

informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions, chat, or be polled for their opinion.

For more information on these and future EAA webinars visit the EAA website. Then click on Education & Resources and then on Webinars for descriptions and schedule.

2/17/16 7 p.m. CST
Powered Parachutes, the Ultimate Low and Slow Ride
Roy Beisswenger

2/24/16 7 p.m. CST
When Prop Balancing Isn't Enough:
Troubleshooting Complex Vibrations
Matthew Dock

3/2/16 7 p.m.
Fix It Now ... Or Fix It Later
Mike Busch
Qualifies for FAA Wings and AMT credit

3/9/16 7 p.m.
Fly Your Own Plane to Cuba
Jim Parker

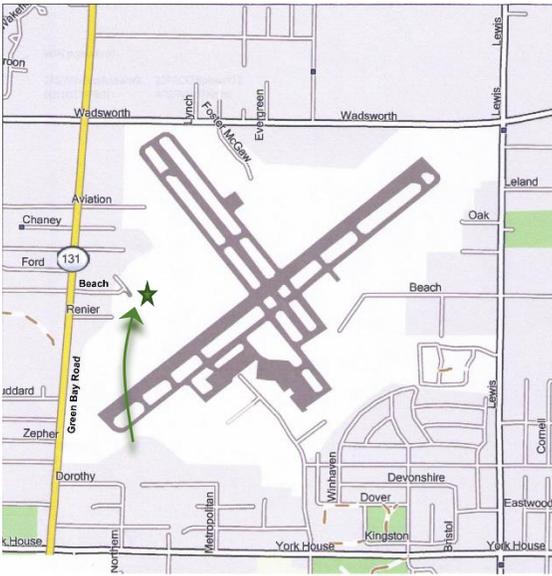
3/16/16 7 p.m.
Are You Fit to Fly? Self Certification
Dr. Greg Pinnell
Qualifies for FAA Wings credit

3/23/16 7 p.m.
Reviewing the Flight Review
Qualifies for FAA Wings credit

3/30/16 7 p.m.
Basics for Tailwheel Airplanes
John Valade
Qualifies for FAA Wings credit

EAA Chapter 414 Meeting Place

WARBIRD HERITAGE FOUNDATION
3000 CORPORATE DRIVE



Chapter meetings are held at the Warbird Heritage Foundation on the second Thursday of the month. Meetings start at 7:00 PM. We are located on the west side of Waukegan airport. *Do not take Lewis Avenue to Beach Road, as Beach is interrupted by runways.* To get to us, take Green Bay Road to Beach Road. Then take Beach Road east, through the security gate, where Beach becomes Corporate Drive.

Once past the gate, the Warbird Heritage Foundation is in the last building on the right (closest to the runway). Gate opens about 15 minutes prior to the meeting.

For information on the Warbird Heritage Foundation, go to WarbirdHeritageFoundation.org.

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** Chapter Board