



March
2016

www.414.eaachapter.org

<u>Newsletter Highlights</u>	<u>Upcoming Events</u>	
<ul style="list-style-type: none"> ➤ February Chapter Meeting Minutes ➤ From the Pres ➤ Flying under the clouds ➤ EAA Webinars ➤ Chapter 414 Meeting Place ➤ Chapter Contacts 	March 19 (Sat)	March Chapter Meeting Avidyne Presentation
	March 24	Board Meeting
	April 14	April Chapter Meeting

FEBRUARY CHAPTER MEETING MINUTES

EAA Chapter 414 – Membership Meeting Minutes

February 11, 2016 –

Location: Warbird Heritage Foundation (WHF)

Convene: 7:35 PM

Present:

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

Chairman: John Cecilia-Membership, William Costello-Newsletter

Plus 7 members

Dan Feldman opened the meeting with introductory remarks.

Clarified the membership meeting time: 7 PM social discussion, 7:30 beginning of meeting.

Dan reminded us about the March 19th ADS-B In/Out presentation by Ryan Paul of Avidyne.

Dave Smith made an interesting and lively presentation about his airplane building and flying career.

He had prepared presentation “slides” (*which have been distributed to the membership via e-mail*).

His presentation included discussion of the following:

The 51% (collectively) built by amateurs

Advisory Circulars AC 103-6 & AC 103-7 Ultralight Vehicle

Sport Aviation January 2016 issue – article “Just for Fun”

Legal Eagle Large Cadre of builders - Leonard Milholand – can build for about \$3,000

½ Volkswagon engine 35 hp <http://www.betterhalfvw.com> <http://eaglersnest.com/>

Ultralight 245 lbs + 25 lbs for chute – 5 gallons of fuel, single seat, speed is a factor

ASTM specifications for LSA 1320 lbs – EAB Experimental Amateur Built

EAA publication – Step by Step Certification Guide

Discussion of purchasing an airplane versus purchasing components or parts of airplanes with the tax implications
Illinois Use Tax Form ST 44

Kit Planes magazine – Buyers Guide

The meeting concluded at 9:23 PM

Respectfully submitted,

Sam Battaglia
EAA Chapter 414 Secretary

FROM THE PRES.

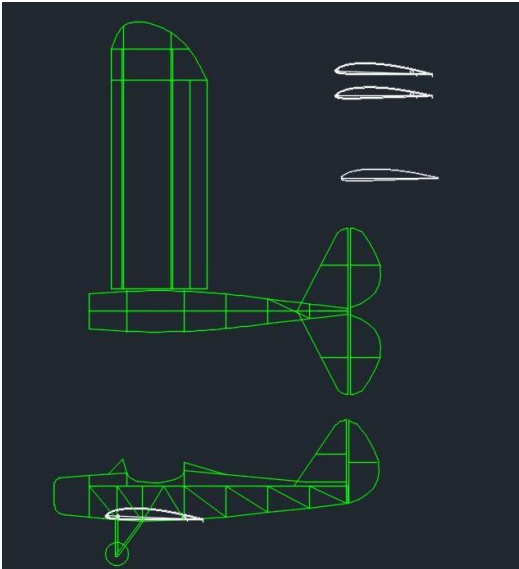
PLEASE NOTE THAT THE MARCH MEETING WILL BE SATURDAY THE 19th!!!! We will be hosting and ADS B seminar at the WHF from 10am to noon. The speaker will be a rep from Avidyne. Please feel free to bring guests who might be interested.

As you are reading this you will shortly find a survey in your Email box asking about chapter activities. Please take a few minutes to fill it out. It is electronic so all you have to do is click the answers and Email it back. We really try to tailor activities to the needs of the members. Given the wide range of activities it is impossible to guess what appeals to the most people. So help us help you!

I spent last month's column talking about returning to EAA's roots this year. A week ago I hosted a meeting at my barn to introduce and solicit ideas for a project based on the build method and design used in the Texas Parasol (look it up on line, the plans are free). Half a dozen members showed up to see what I was up to and offer advice and ask questions. It was a great start and it offered me some valuable ideas. For my part I am trying to see if we can't develop a new airplane for building by EAA chapters. Not so much as chapter projects but groups of EAA members working together to cooperatively build airplanes which should in turn get more members flying and should result in fewer members just talking about flying.

My stated goal is to have a simple to build airplane with no exotic materials, requiring no extraordinary skills, roughly a 500 hour build time and an investment if possible of \$4000.00 or less (some scrounging required). It needs to have easily removable wings to allow for easy storage and transport and lastly it can't look like any of the above. (One of my ongoing complaints about many of the really small aircraft is that they are often brilliantly engineered and look like they were built at the Possum Lodge ala Red Green.) Oh, and I guess the first and last thing is that this plane shouldn't be a death trap. As many ideas as I have had for building a small airplane, this one is not to be a test of any of my wilder construction ideas. I am staying strictly in the realm of tried and tested procedures.

After 2 years of searching and dinking around on bits of paper and extensive research, I came up with something that looks very much like a scaled down Fly Baby. This plane has only three purposes: 1) Prove that it is still possible to build a small aircraft on a budget without needing exotic skills or hard to find materials. 2) Give me a fun little aircraft to fly around with on nice days for no other reason than flying is fun. 3) Keep my dad from "helping" me on house projects.



The rough specs should be similar to the aircraft I copied.

Wing Span: 26'; Wing Area 112 Sq Ft

Length 16 ½'

Weight 310 pounds – Gross Weight 600 pounds

Engine: Fuji 400 – 440 Liquid Cooled (50 – 60 HP Converted Snowmobile engine – belt reduction drive – 3 bladed adjustable prop)

Construction: Fabric Covered Aluminum Angle and Tube

Cruise Speed – 60 Kts. - Stall Speed 28 Kts.

Fuel – 10 Gallons Endurance 2 – 2.5 Hrs.

Construction started a few days ago. The metal for the basic fuselage sides is being cut and laid out for drilling and riveting. I am hoping that other

members will pick up on my initiative. Any members interested in the project should feel free to contact me.

DB Feldman

HOW HIGH DO THE CLOUDS NEED TO BE TO FLY AT C09?

Note: this is a reprint, with permission, of an article by flight instructor, Nick Scholtes, of Chapter 95.

Every good story starts out with "Once Upon a Time", or "There I was...." So, there I was, sitting in an SUV on a Saturday around noon, with a half-dozen other airport bums, driving to lunch. No-one had flown all morning, largely due to weather, and mostly due to low clouds. AWOS was reporting 900 overcast, and the general consensus was that it wouldn't be much fun to fly. Then, someone said, "Well, we can't fly even if we wanted to".

Hmmmm..... Never one to shy away from a good discussion, I couldn't resist, and asked, "What do you mean by that?" The answer: "The clouds aren't high enough for us to legally fly, so we can't legally fly."

I asked the question to the group. "Is that true? How high do the clouds need to be to fly at C09?"

The answers ranged quite a bit. Here are some of them:

"The clouds need to be at least 500' higher than I want to fly."

"The clouds need to be at least 1000 feet".

"Are we talking about just flying in the pattern, or are we talking about going somewhere?"

"Since we're in Class D airspace, we need to stay 3 miles away from clouds." (Ouch, someone needs a BFR!!)

"It doesn't matter, as long as you have one mile of visibility and stay clear of clouds, you can fly."

"I want the clouds to be high enough that I feel comfortable."

Ok. That's quite a range of answers! So what is the REAL answer? And, more importantly, WHY is that answer correct?

The real answer was one of those given, above. The answer is: "It doesn't matter how high the clouds are, as long as you have one mile of visibility and stay clear of clouds, you can fly."

And WHY is this answer correct? The reason is that the airspace that we are in when we are standing at C09 is Class G airspace. Looking at the sectional chart, you can see that there is a faded magenta boundary around C09 (and also around much of the greater Chicagoland area). This faded magenta boundary says that Class G airspace within this

boundary goes from the surface to 700' AGL. Above 700' AGL is Class E airspace, and E has different cloud clearance/visibility requirements. But below 700' AGL we're in G, and G says that we need to have 1 mile of visibility and stay clear of clouds. That's it!!

Now if you travel a few miles to the southwest, outside of the faded magenta boundary, you get a bonus. Outside of the faded magenta boundary the top of Class G goes up to 1200' AGL, so you can flirt with the clouds all the way up to 1200' AGL instead of being limited to only 700' AGL.

One side-note/comment on this topic. When I was learning to be a pilot, I took several checkrides with a DPE (Designated Pilot Examiner). This particular DPE did not understand the answer to this question either. He claimed that the answer was 1000' AGL, and he cited 14CFR91.155(c), which states:

"Except as provided in Sec. 91.157 (which is Special VFR rules), no person may operate an aircraft beneath the ceiling under VFR within the lateral boundaries of controlled airspace designated to the surface for an airport when the ceiling is less than 1,000'."

This answer is not correct because there is no controlled airspace ("controlled airspace" is any class of airspace that is Class E or higher, G is "uncontrolled") designated to the surface for an airport at C09. That designation requires a dashed magenta line around the airport, which says that inside that dashed magenta line, Class E goes down to the surface. For an example of "controlled airspace designated to the surface for an airport", look at Galesburg (GBG), and you'll see the dashed magenta line.

See, even a DPE gets one wrong now and then!

If you're going to flirt with the clouds, make sure you do it in G!

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.

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

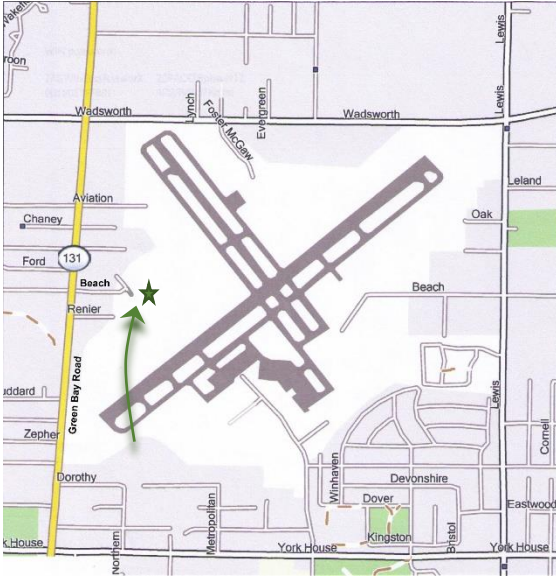
3/30/16 7 p.m.

Basics for Tailwheel Airplanes

John Valade

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.

Chapter Contacts

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** Chapter Board