



EAA Chapter 21 **NEWSLETTER**

Volume 8, Issue 2

www.eaa21.org

February 2006

The Official Newsletter of
EAA Chapter 21
Evansville IN

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Chapter 21 Tentative Schedule of 2006 Events

February 8— Meeting — John Bizal's Hanger — 7:00 pm.

March 8—Kevin Wilkerson's Rans 6 project - Henderson, KY airport



Gary Zimmerman and his Glasair Super II RG project

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Gary Zimmerman's new Glasair Super II RG

At our January 11 meeting, we visited with Gary Zimmerman in his shop on Green River Road, where he is finishing up his new retractable Glasair Super II. I tape-recorded his comments, and here they are (mostly) verbatim. Pete Wiggin

As you know, I had a Glasair I fixed-gear that I flew for two years, and I'd been looking for a Glasair III. I finally came to the realization that I really couldn't afford a Glasair III. I was looking around, and this plane came up on the Glasair website. So I called the guy up and asked what he had to have for the airplane. He said if you come and get it, he would sell it for \$28,000. I told him I would mail him a check--tomorrow--for \$1,000.

"Where are you from?" he asked.

"I'm from Indiana," I said.

"Do you know where this plane is? This plane is in Salt Lake City Utah."

"I know that. It's not a problem."

"How are you going to get the plane home?"

"The last plane I bought I hauled from Huntington, West Virginia. I pretty well know how to do it."

"Well, it's your plane."

It was the end of June, so I told him I would be there July 8 to pick it up. I had a trailer, and I modified it to hold the wing, the fuselage would sit on top of the wing. I "volunteered" a truck driver from Bristol-Myers to go with me. We left on a Thursday morning, at 6:00AM. On Friday at 3:00PM we pulled into the guy's hangar. We had driven 1500 miles.

We put the wing on [the trailer] first. I made a jig so that the fuselage actually sits up on four brackets; then everything gets strapped down. I had the plane loaded in three hours, with all the parts [on the trailer.] We left Salt Lake City about 5:30, and we got back to Evansville Saturday night at 12:00. We didn't get much sleep, and we didn't do much sightseeing.

The worst part about this plane is the elevator is ten feet, four inches wide. There was a spot near St. Louis where they were doing some [road] work, and we were clearing the tips by four or five inches on each side. Of course we were doing 70 MPH the whole way. I didn't even want to look out the back window.

Well, I got it back home, and then I had to decide on the engine and propeller. I was going to build up an engine, so I was looking around, and then Hurricane Katrina hit. On the Glasair website, a guy posted that he had an engine, propeller, and all the avionics. He wanted to sell them because the hurricane destroyed his business.

I called him up and asked him what he would want as a package price for all of it. He said he would figure it up, then [later] he emailed me that he would take \$38,000 for the engine, propeller, all the avionics, and the baffling. I told him I would get the money together and come and get it.

I wasn't going to sell my other plane--I wanted to wait until I got this one flying. But, circumstances being what they were, I begged, borrowed and--Mike Zeller bought my other airplane. Lo and behold I had enough money to go down and get it. I bought the engine, propeller and avionics from this guy, and actually it helped him out because he wanted to keep his fuselage. He was able to pay off his bills and didn't have to sell his airplane. So it worked out real well.

I picked it up in rural Mississippi. I left on a Saturday morning, and we were back home Saturday night around midnight. It's already been halfway around the world, and it hasn't left the ground yet.

The avionics aren't in there [plane] because they're over at Grant Weythman's getting wired up, but it has Blue Mountain Avionics' EFIS ONE, with a Dynon D10A for a backup. When I bought the airplane, it already had an S-TEC roll servo built into the wing. I thought the autopilot in the Blue Mountain would work with it, but I called Blue Mountain, and they said it wouldn't interface. So I ended up having to buy an S-TEC S-20 autopilot.

I hope to have it flying by April, but I don't think I'll make it to Sun N' Fun. Everything is hooked up and ready to go. It's just a matter of wiring up the avionics, putting in the windshield, and a few other things. Putting in the windshield and windows is pretty much the last thing they want you to do. That must keep the windows from getting scratched up. Grant should have the avionics done in a couple of weeks. I'd say by then I should have the baffling done and the hydraulics installed. Then it's a matter of sanding. Continued.....

This plane should cruise about 240 MPH. It's got a Dick DeMars IO-360; brand new. Planes like this are selling in Trade-A-Plane for about \$140,000.

I thought about just firing it up and taxiing it over there, but I think we're going to put it on a trailer, and trailer it to the airport. The other plane didn't have extended wing tips, but this one does, and the wings are 4 1/2 feet longer. We're probably going to load it on the trailer sideways. But you can make a straight shot down Green River Road and Millersburg Road, right into the backside of the airport. It's about 4 miles. We did it the last time early on a Sunday morning. It was about as foggy as it was two days ago. We had two vehicles, one lead vehicle was stopping traffic, and the other had the trailer. One guy actually got around us and wouldn't slow down, and we had to pull the trailer off the road. One guy stopped and asked us if we had run out of gas--thought we had landed on the road.

The Glasair III is a "luxury" version. This one is a stripped-down Super II S. I think I'll have a real nice airplane.

Minutes of EAA Chapter 21 meeting of members January 11, 2006 held at Gary Zimmerman's near Daylight, IN. About 44 members and guests attended. President Keith Schlageter called the meeting to order at 7:01. He thanked Gary for sharing his wood burner heated shop for the meeting. Treasurer Phil Dawes had available a report of the December financial activities. The ending 12/31/05 balance is \$3,495.83. A motion was made, seconded, and approved to accept the treasurer's report

Old Business: None

New Business: Keith discussed the board meeting and plans for the remainder of the year. Feb. meeting at Bizal's will discuss plans for May overnight trip to Dayton AF Museum. Behind the Scenes tours are conducted only on Fridays. A tour of Harzell plant close by could also be done.

March will visit Kevin Wilkerson's Rans 6 project at Henderson, KY airport.

April will be after SNF to have reports and reviews of what members want to discuss of interest about SNF.

May will be Dayton trip.

June Freedom Festival involvement. More on this when details become available.

July--Young Eagles according to Greg McMichaels and Bill Casey - new Oshkosh rules.

Aug. - Post Oshkosh reports and discussions.

Sept. - Navion Fly In with picnic at Skylane. 9/29/06 is the date.

Share a ride program discussion was introduced by Keith. Plane owners who can. will give lift to members without planes.

Chapter tools will be purchased based on membership desires. Filter cutter and close quarters oil filter torque wrench. Ideas for future tool purchases to help the chapter members are open for discussion at future meeting during new business.

A motion was made and approved to close the formal meeting at 7:11.

Keith introduced and passed the floor to Gary Zimmerman who gave a talk about his new Glastar Super 2 plane under final construction. He expects it to be flying late spring or early summer; equipped with Lycoming IO-360 and CS Hartzell prop. Instrumentation includes Blue Mountain EFIS with Dynon D10A for backup and S-Tech autopilot with dual electrical system. Top speed is expected to be 240. Weight about 1,400.

Larry Helming, secretary

Chapter 21 Monthly Balance Sheet January 2006		
"December 25, 2005"	Beginning Balance	"\$3,495.83"
Receipts		
	Interest Dec	\$0.82
	Dues-11@\$15.00ea.	165.00
Disbursements		
	Dec Newspaper Print	-\$51.15
	Dec Office Rent	-10.00
	National Dues	-194.00
"January 25, 2006"	Ending Balance	"\$3,406.50"
Phillip Dawes, Treasurer		

EAA Chapter 21

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Address Service Requested



Upcoming Chapter 21 Events

February 8 - Chapter Meeting - John Bizal's hangar 7:00 pm

March 8 — Kevin Wilkerson's Rans 6 project - Henderson, KY airport.