



EAA Chapter 21 NEWSLETTER

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Merry Christmas from EAA Chapter 21



Join us at Kipplee's Party House for our Christmas Pizza Party, this Wednesday, December 13, at 6:30. See back page for more information.



Chapter 21 members enjoying the food, fun and friendship at the 2001 Chapter Christmas party. Photo by Vince Frazier

Winter's Here—Is Your Engine Warm Enough?

About a month ago some of the guys at the airport decided to fly to Rough River State Park for breakfast. I decided to join them. It wasn't real cold, but the overnight temperature was to be in the mid to upper 30s, so I put a drop light in the engine compartment to keep it warm the night before. Early that morning I arrived at Skylane, pulled the Luscombe out of the hangar, and after preflighting proceeded to start it.

What happened was a little disconcerting. It didn't start as quickly or easily as I thought it would. It required lots of prime, and several attempts. When it finally did start it needed more throttle than usual, and the oil pressure was slow to come up. Either it was colder than I thought, or the drop light was somehow not as effective as I thought it should be. Then, during the outbound flight my oil temperature never rose higher than 125°.

Ever since then I've been thinking about cold weather operations, asking questions, and reading articles about it. I want to make sure next time my engine is sufficiently warm before I pull the starter handle.

Some of the things I have been told include making sure the engine, cowling and prop is insulated with a blanket or something, to keep any heat you might put in from escaping. The oil should be warmed to around 160°—but not more than 200°. You shouldn't preheat the engine unless you intend to fly it. That way the moisture that has condensed in the engine by the preheating will evaporate off.

Not only the oil, but the engine block and cylinders should be preheated. An aircraft engine contains both aluminum and steel, and aluminum contracts (shrinks) much more than steel when the engine gets really cold. That means the cylinders in a cold engine, started without preheating, don't have enough tolerance for the pistons to

move through them. The cylinders should be warm to the touch before the engine's starter is engaged.

Batteries take a beating in cold weather, whether you fly or not. Your aircraft battery should always be fully charged, and if you don't fly, should be removed to a warmer location.



I have a fitted engine cover similar to this one

According to a November 2005 article in *Plane & Pilot* magazine:

Here's what you should do before flying your plane in cold air:

- Preheat when the temperature drops below 32 degrees F.
- The time required will depend on your methods, but expect the duration to increase exponentially as the temperature inches downward.

•Warm engine oil is not a true indicator of a thorough preheat. Touch the cylinders, case and crankshaft (behind the propeller flange) to check these metals for heat absorption.

•Keep your battery fully charged.

•Be mindful of the placement of any heating source, especially those that deal with live flame. Fuel sumps or strainer leaks, engine oil and some fabrics might react with some enthusiasm.

•Don't be intimidated by the season. Dress for the diligence and safety that winter flight ops demand.

Oh, and the drop light? I should have had a 100 watt bulb for it to be effective.

Submitted by Pete Wiggin

—Follow up from last month's article about Airventure arrival procedures

After last month's newsletter was printed, I sent a copy to Bill Casey, who has been a Gypsy Controller at Airventure for 15 years. Here is his response to Earl Schroeder's concerns about fast aircraft having to follow slow aircraft on the Fisk arrival procedure:

All of the negative comments regarding slower aircraft vs faster on the Fisk arrival stemmed from that first Sunday when we had the aircraft accident on the approach end of RWY27 and the subsequent closing of the airport for almost 3 hours. The local emergency team would not release even RWY18/36 to us and the mass confusion that ensued over Green Lake and slow arrival capacity to OSH. I came on duty about 30 minutes prior to the reopening of the airport that afternoon and it was chaos over and around Fisk.

We came up with an arrival starting over the SE side of Neenah remaining south of HWY10 at all times to stay away from ATW airspace, then follow some railroad tracks SSE towards OSH. This is for only A/C that can not fly more than 90 kts. We are still in the planning process and it might be scrapped because all the negative comments came from a one time occurrence.

All of the comments can be found on the EAA website and follow the FAA link.

BC

Minutes of EAA Chapter 21 meeting of members November 8, 2006 held at Skylane.

Present at the meeting were: Keith Schlageter, Mike Zeller, Mike Jarvis, John Rudolph, Gary Zimmerman, Bill Gowin, Phil Dawes, Eric Lindenschmidt, Earl Schroeder, Larry Helming, Steve Eberhart, Rick Merriwether, Jerry Euler, Pete Wiggin, Les Bryan.

This meeting was called to order at 7:00 by President Schlageter. The secretary's minutes were read, motioned and approved as read. The treasurer's report was published in the monthly newsletter, motioned, and approved as reported.

Earl Schroeder discussed flying into Oshkosh for Airventure. He shared his ideas and encouraged others with concerns to also write to National EAA concerning safety awareness and improvements.

Nominations were published in the most recent newsletter. The floor was open to new nominations. A motion was made to close the nominations, seconded, and approved. Those present voted to elect all nominees as published. The new Chapter Officers starting January 1, 2007 for a two year period are as follows: President, Larry Helming; Vice President, Keith Schlageter; Secretary, Gary Zimmerman; Treasurer, Bill Gowin; Young Eagles Coordinator, John Rudolph; Newsletter Editor, Pete Wiggin; Web Page Administrator, Steve Eberhart. The position of Events Chairman is open to be filled with an approved nominee. Any member interested, should contact Larry Helming.

John Rudolph discussed the 2007 Air Show event in Evansville scheduled for the weekend before July 4th. The Canadian air team may fly on the 4th. There is a stronger desire to emphasize general aviation this year. Concerns and problems include where to park fly in and static displays because of the newer security distances required for planes. The Ford Tri-motor is a possibility but it needs an 80x80 secured hangar. Member volunteers representing our chapter will be needed. All members are encouraged to participate in at least one event.

Steve Eberhart discussed the new web site and proposed improvements. He plans to store our monthly newsletters there. Also will be space for members' projects that can be easily kept up to date. Out of date information is sometimes more harm than no information. Steve plans to keep the site current with information about the chapter and EAA.

Mike Zeller and Steve Eberhart discussed opportunities to purchase Hooker Seat Belt Harnesses. There are group discounts and Mike has the product already in stock for the RV8 plane in the silver pewter color. See Steve or Mike for more details.

The meeting was closed about 8 P.M.

Larry Helming, Secretary

Chapter 21 Monthly Balance Sheet		
Nov. 2006		
Oct. 25, 2006	Beginning Balance	\$2,032.91
	Receipts	
	Interest	\$.45
	Dues	\$135.00
	Poker Run	\$123.50
	Disbursements	
	Nov. Newspaper print	-\$51.15
	Nov. Office Rent	-\$10.00
	Stamps	-\$39.00
Nov. 26, 2006	Ending Balance	\$2191.71
Bud Starnes Fund for Young Eagles	Current balance is:	\$0.00
Phillip Dawes, Treasurer		

EAA Chapter 21

Bill Gowin — Treasurer
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Address Service Requested



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Upcoming Chapter 21 Events

December Chapter Meeting — Christmas Party

Wednesday December 13 — Kipplee's Party House — Boeke and Division — 6:30 PM

Join us for our annual Christmas Pizza Party, to be held once again at
Kipplee's Party House, 2322 Division St.
(Located behind Kipplee's Restaurant, Boeke at Lloyd Expressway)

\$25.00

(\$10.00 for dinner, \$15.00 for 2007 EAA 21 Chapter Dues)

Come and have good food and good company