



EAA Chapter 21 NEWSLETTER

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Two First Flights!

We had TWO Chapter 21 members who had first flights of their homebuilt aircraft in December! Bill Hilakos flew his Sportsman 2+2 on December 7, then Ron Jennings flew his Zenith 701 on December 14.

A Nimble Sportsman

Bill Hilakos has been working on his Sportsman 2+2 for a year and an half, sometimes 7 days a week, 4 to 5 hours a day. On December 7 he made the first flight from his airstrip west of Evansville. He told me it flies "pretty darn good—I can't really say I had any problems with it."



He only needed about 350 of the 1300 foot length of his airstrip. He compared it to the Cessna 182 he owned before building this one... "I'm surprised," he said, "it's a pretty nimble airplane in flight. That 182 was pretty much of a dog on the controls. But this thing responds pretty fast when you turn it. I like it better."

I asked him if he did anything other than straight and level flight: "I did some slow flight, just to see how it was going to handle at 40 miles and hour." He did this without flaps: "...I was really trying to see what it was going to do without flaps, just flying along in slow flight."

He explained one reason he decided to build an airplane: "I built it for the fun of building an airplane. I've always thought I'd like to build one... There's a lot of problems to solve. I'm sure most homebuilt aircraft are that way. It's going to be a good old airplane. It's the right one for the strip I have."

A Quick Zenith 701

Ron Jennings has been working on his Zenith 701 for over two years now, and made the first flight on December 14.. One thing that prevented him from flying sooner was he didn't have the proper pilot's license. Being an ultralight pilot, he didn't have the certificate needed to fly his homebuilt. That changed when he received his Sport Pilot license—the only license he needs to fly his new Zenith 701.

I asked him if it flew like a STOL aircraft. "Sure did—slow and draggy." But the cruising speed turned out to be higher than he thought it would be. He attributed that to the 100-hp Revmaster engine, direct drive, and small diameter propeller.

He flew around Skylane Airport for about 15 minutes, then landed on runway 18. "I'm buying the drinks" he said as he got out of his plane.



COLD WEATHER INFLIGHT HAZARDS AND TIPS

By: Technical Counselor Dave VanDenburg
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EAA Chapter 439 (Michigan) www.eaa.439.org

This month I would like to discuss cold weather operations by discussing some in-flight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ARTCC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.

If you are flying behind a constant speed prop, cycle it every 30 minutes or so to keep warm oil in the dome. A sluggish pitch change mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called "Glider Pilots."

Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keeping the engine leaned until you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also promotes slow cooling and will reduce oil cooking if you are turbo supercharged.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling mirror (a CD works great) and warm clothing to include a hat and gloves. Also carry a hand held radio.

These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book "Key Reprints." This book is available free online at www.lycoming.textron.com. Your POH is also a great source of cold weather operating tips.

Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few precautions.



Message from Experimental Aircraft Assoc. Chapter 21 President

Greetings EAA 21 members and aviation friends. This month marks the start of a new year. If you did not renew your EAA 21 membership for 2008 already, you need to do that this month to remain in good standing with the chapter. Renew at the January meeting when you sign in or mail your \$15 payment to Treasurer Bill Gowin at the address shown on the newsletter's front page. As it has been in recent years, it is a requirement that all EAA 21 chapter members also be current national EAA members.

Your membership will have an early benefit this year. Those of us who attended the Christmas meeting learned of the gracious offer extended by members Bill Spurling and John Bizal to give two of our chapter members a ride in their classic Stearman airplanes during the coming year. Your board members have declared the January and February meetings to be the months for drawing one door prize at each meeting among those members present for the Stearman rides. All winners must be current members in good standing. While you are marking your calendar for the January 9 meeting,

reserve the second Wednesday of each month throughout the year for EAA monthly meeting night.

This January 9, Dr. Larry Judy is our keynote speaker with a program topic of "Getting your FAA medical when there is a problem." This is a timely issue because even though we might not have a problem, as we age a problem could develop later. There will be ample time for individual questions and discussion. I have had the pleasure of using Dr. Judy for my FAA medical for the last six years. I recommend you hear his presentation.

I only regret not being with all of you at the January meeting this year. Past President Keith Schlageter will be chairing the meeting in my absence because I will be touring Maui with my wife Karen, in search of general aviation airports in the Hawaiian Islands. (We might do some snorkeling and eating some sea foods also while we tirelessly search for and write reports on GA airport activities in Maui. You know it!)

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Seriously, your EAA 21 board has held a meeting this year already and declares that our goals for 2007 are unchanged for 2008. These are three-pronged -- to socialize, and when possible -- entertain and educate you. We welcome suggestions at all times for making your membership more fulfilling. So, just communicate with us and let us know what you are thinking. We promise to listen to you. The cold weather of this season will soon give way to warmer temps and we will be able to get back into the air on a more regular schedule. We plan some fly ins for this coming year, to visit projects such as Steve Eberhart's and the Porterfield, to help the youth in our area learn about general aviation through participation

in Young Eagle flights, and perhaps help with Freedom Festival activities.

As most of us know, 2007 was a very good year for EAA 21 activities. I want to personally thank everyone who participated and helped—especially the board members who have served you and me so well.

Thanks for reading. I am looking forward to seeing everyone at a meeting, at a project visit, or fly in soon. Guests are always welcomed.

Larry Helming

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Minutes of Chapter Meeting

Meeting was held December 12-07 at Kipples with pizza and Awards

Larry started the meeting with a report on all of the meetings that were held in '07. He then talked about what a great year EAA 21 had with 2 new planes in the air--Gary Zimmerman's Glasair and Bill Hilakos' Sportsman. Larry also surprised the group by announcing that a drawing will be held at the January Meeting offering 2 people a ride in Dr.Bizal's and Bill Spurling's Stearmans. Our Jan Meeting Will have Guest Speaker Dr. Larry Judy on passing the Medical.

Submitted by Gary Zimmerman, Secretary

Chapter 21 Treasurer's Report	
Annual report for 2007	
Beginning Balance	\$2,332.01
Receipts	
Interest	\$3.08
Dues	\$1,035.00
1/2 Pot	\$114.00
Donations	\$67.50
Young Eagles Receipts	\$257.00
Christmas Dinner	\$300.00
Disbursements	
Newspaper Print	\$267.90
Office Rent	\$120.00
Stamps	\$202.01
Meeting Expense	\$76.71
Name Tags	\$26.50
Mailing Labels	\$5.08
Christmas Dinner	\$357.06
Web Host	\$6.85
EAA National Insurance	\$177.00
EAA National Dues	\$50.00
Indiana Business Entity Report	\$17.34
Bud Starnes Memorial Fund	\$257.00
Books for Chap21 Members first flight	\$23.32
Ending Balance	\$2,521.82
Submitted by:	Bill Gowin, Treasurer

EAA Chapter 21

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Address Service Requested



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Upcoming Chapter 21 Events

EAA21 Chapter Meeting: Wednesday January 9, 7:00 PM, Skylane Airport

January EAA21 Chapter Meeting: Wednesday, January 9, 2008; 7:00 PM, at Skylane Airport. The January program will feature Dr. Lawrence Judy: "Getting your Flight Medical when there are problems."

January 17-20, 2008 U. S. Sport Aviation Expo Sebring Regional Airport (SEF) Sebring FL www.Sport-Aviation-Expo.com

April 8-13, 2008 Sun 'n Fun Fly-in Lakeland Linder Regional Airport (LAL) Lakeland FL www.Sun-N-Fun.org

July 28-August 3, 2008 EAA AirVenture Oshkosh Wittman Regional Airport Oshkosh, WI www.AirVenture.org

