



EAA Chapter 21 NEWSLETTER

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Chapter Officers

President:

Larry Helming
6612 Cliftwood Drive
Evansville IN 47712
812-401-7566
lhelming@wowway.com

Vice President:

Keith Schlageter
5301 Stratford Road
Evansville IN 47710
812-401-6273
kschlag67@sigecom.net

Treasurer:

Bill Gowin
204 Harper Ave.
Evansville, IN 47714
812-491-9382
bgowin@insightbb.com

Secretary:

Gary Zimmerman
10814 N. Green River Rd.
Evansville IN 47725
812-867-5437
garyz@prolamproducts.com

Young Eagles Coordinator:

John Rudolph
8631 Clifton Dr.
Evansville IN 47725
812-480-6898
jrudolph@rudolphweb.com

Newsletter Editor:

Pete Wiggin
738 Woodall Dr.
Evansville, IN 47711
812-204-6133
eaa21nleditor@hotmail.com

Webmaster:

Steve Eberhart
PO Box 9227
Evansville, IN 47724
812-422-4525
steve@newtech.com

U.S. Sport Aviation Expo

I had the opportunity to visit Sebring, Florida in January to attend the U.S Sport Aviation Expo. (The fact that my mother lives in Sebring also had something to do with my decision to go down there.)

The Sport Aviation Expo—it was really a light-sport manufacturers expo, because that's the only aspect of sport aviation it covered—was held at the Sebring Regional Airport, a former military air base. Most of the former military base has been converted into the Sebring International Raceway, which has for many years been host to an auto race in March. There was auto racing going on the entire time I was there to visit the Aviation Expo, and the din coming from the race course was ever-present.

This was the fourth year for the Expo, and upon entering the grounds, it had the appearance of an event that was still very young. There were no permanent structures dedicated to this event. Everything was out in the open or in tents except the forums, which were in T-hangars. Signs directing you to parking were hand lettered, the "archway" over the main entrance was a cloth banner, etc.

Cessna Aircraft had their new 162 Skycatcher aircraft there right inside the gate. It was the same aircraft in the same display tent as was at AirVenture last year. The aircraft always had a crowd around it, so I didn't spend too much time with it. I expect that one day it will be the most numerous of the light-sport aircraft, and will be found at every airport where flight training is conducted. Like it's predecessor the Cessna 150/152, and the Piper J-3 before that, I'll bet the Cessna 162 will be the aircraft that *everybody* learns to fly in.

The next aircraft display inside the main gate was the Kitfox-inspired EuroFox. I talked to the EuroFox representative for a little bit. I told him I lived not too far from their Bloomfield, Indiana base, and wondered if it was possible to fly up to Shawnee Field to pay them a visit and possibly get



a demonstration flight in their aircraft.

The first thing I learned is it's not so much Kitfox inspired as it is a redesigned Avid Flyer. He told me they didn't presently have any aircraft at Shawnee field, but there was someone who lived nearby, I think he said Bloomington, who purchased one and was willing to make it available for a demonstration flight. He also said I should call him before heading up there, just to make sure somebody would be there. Their headquarters are not located on Shawnee field itself, but in the town of Bloomfield.

The EuroFox is priced at about \$66,000, and is one of the least expensive of the new S-LSA aircraft there. Another aircraft, I believe was called the X-Air, was lower priced, but appeared to me to be less substantial an aircraft, with a skin of sail-cloth rather than doped aircraft fabric.

(Continued on page 2)



There may be some of us that remember with fondness the Cessna 150 we learned to fly in. There were at least two aircraft there that looked more like the 150 than the new Cessna did. The Patriot 150 and the Eagle EA-100 both had that familiar look of the two-place, side-by-side, high wing trainer with the rear window. My feeling when I saw them was that they would be more comfortable to fly than some of the really odd-looking craft, simply because of the familiarity of the design.



Patriot 150, sold by AMD



Eagle EA-100

The Patriot 150 is powered by a Continental O-200 engine, and has stick controls. The EA-100 is powered by either a Rotax or a Subaru engine, and has Cessna 150-style control yokes. Unlike the Cessna 150, these aircraft can be flown with a Sport Pilot license.

There were other aircraft there that were high wing, side-by-side, but had a more wild look to them. The S-wing (pronounced “swing”) and the Rampage were just two of many that I thought fit that category.



S-wing



Rampage



Elitar Sigma



ZJ Viera

But the wildest one had to be the Elitar Sigma, a design from Russia. You almost literally have to get down on your hands and knees to get under the hatch-style door to climb into the pod-shaped cabin, the bottom of which is only a few inches from the ground.

One new “aircraft” on display was not an aircraft but an “ultralight vehicle.” The ZJ Viera is a Part-103 legal vehicle, the likes of which I’ve never seen. It, like many of the new aircraft there, makes extensive use of carbon fiber in its structure in order to keep the weight down to the 254 lb. maximum ultralight weight. Newly manufactured in Eastern Europe and sold through LSA America in North Carolina, the ZJ Viera is the first new ultralight vehicle to be manufactured and sold completely assembled in many years.

There were something like 70 new light-sport aircraft there, many on display for the very first time. While there is much excitement and optimism about this new category of aircraft, it’s pretty clear the market can’t support so many as have appeared, especially when you consider the asking price for most of them is around \$100,000. Many of them, probably most of them, will be history in a couple of years. Maybe by then there will be a “Light Sport Aircraft Museum” in Sebring. I expect that is where you will have to go to see the one and only Elitar Sigma aircraft ever produced.

Submitted by Pete Wiggin

Win a Ride in a Stearman



Dr. John Bizal's Stearman biplane

Ever fly in an open-cockpit biplane? If your EAA21 Chapter dues are paid for 2008, you'll have the opportunity to win a ride in a Stearman at the February Chapter meeting.

At our December meeting at Kipplee's Party House, Chapter 21 members Bill Spurling and Dr. John Bizal—both of whom own a Stearman biplane—offered to give a ride in their planes to a Chapter 21 member. At a subsequent board meeting your Chapter Officers decided to have a drawing at the January and February Chapter meetings to see who would get that opportunity to fly with them.

At the January meeting, Bill Gowin won the drawing to be one of the two passengers. At the February meeting, we will determine who will be the other passenger.

If you haven't yet paid your 2008 dues, make sure you do so at the next meeting to be eligible to participate in the drawing for the next biplane ride.

Bill and John will provide these Stearman rides sometime during the summer of 2008, when the weather is warm, dry, and clear. Thanks, guys!

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Minutes of January 9th Chapter Meeting

Meeting started at 7:00; Vice President Keith Schlageter was in charge as President Larry Helming was enjoying Hawaii for a month.

Keith said Larry wanted the meeting to act like a meeting, so a Secretaries report and a Treasurers report was read, with Bill Gowin giving a full report on last year's expenses. There was one guest at the meeting: Greg Grey was Walter Allen's guest.

Meeting was turned over to Dr. Larry Judy, Aviation Medical Examiner. Dr. Judy gave a very good report on getting your medical, and that FAA goes a long way to help you get and keep your medical. Its all about safety—your safety. He said if you think you have a problem getting your medical, call ahead for medical advice. He also said that AOPA and EAA have good advice on getting your medical. His final word was if you think you have a problem, call your AME first.

Meeting ended with a drawing for the Stearman ride. It was won by Bill Gowin. Half pot won by Jay Sanders.

Submitted by Gary Zimmerman, Secretary

Chapter 21 Monthly Treasurer's Report		
January-08		
January 1, 2008	Beginning Balance	\$2,521.82
	Receipts	
	Interest	\$0.16
	Dues - 11 @\$15 ea.	\$165.00
	1/2 Pot	\$15.00
	Total	\$180.16
	Disbursements	
	Newsletter Printing	\$16.00
	Stamps	\$41.00
	Rent - Jan, Feb, Mar	\$30.00
	EAA Chapter Annual Dues	\$50.00
	EAA Chapter Insurance	\$177.00
	Total	\$314.00
January 31, 2008	Ending Balance	\$2,387.98
	Check 1242 outstanding	\$227.00
	Balance ONB 2-06-08	\$2,614.98
Submitted by	Bill Gowin, Treasurer	

EAA Chapter 21

Bill Gowin — Treasurer
204 Harper Ave.
Evansville, IN 47714

Address Service Requested



Pete Wiggin — Newsletter Editor
eaa21neditor@hotmail.com

Upcoming Chapter 21 Events

EAA21 Chapter Meeting: Wednesday February 13, 7:00 PM, Skylane Airport

At our February Chapter meeting, President Larry Helming will tell us all about living in Hawaii for a month, and what kind of flying he did while he was there.

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

