

# The Tail Spinner



Experimental Aircraft Association  
Chapter 533

Masthead Designed by Myles Baker, Sr.  
Modified by Debbie Burgess.

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**EAA Chapter 533; 26 Aviation Drive; Horseheads, NY 14845**

**Website: [www.eaa533.org](http://www.eaa533.org); E-mail: [eea@eea533.org](mailto:eea@eea533.org)**

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## NEXT GENERAL MEMBERSHIP AND BOARD MEETINGS

The next Board Meeting is May 2, at 7 PM. The next General Membership Meeting is April 25, at 7:30 PM.

## THE PRESIDENT'S REPORT

I was trying to meet my commitment to Lou to do a president's column as my penance for him taking on the editorship of the newsletter, and having a terrible time of writer's block. Then it occurred to me to simply relate a recent trip. So I hope you will humor me in reading this account.

Many of you know that I work on some of the historic buildings in Washington, and periodically have to deliver a load of wooden parts or go there to work. So it was on Monday, April 9<sup>th</sup>. Fellow EAA 533 member Dan Kliegel was recruited for the drive. Due to logistics, it was necessary to deliver the parts to Baltimore for later delivery to the Eisenhower Executive Office Building on the White House Grounds; but I still had a Tuesday appointment in the Vice-President's office to review the next phase. Dan & I decided to take Tuesday afternoon to explore the Smithsonian Air & Space museum on the Mall. Now as a kid, I remember when the Air & Space Museum was a Quonset hut behind the "Castle" with a bunch of rockets standing around outside. Inside was the Wright Flyer, the Spirit of St. Louis, some engines, and a series of dioramas around the walls including WW1 dogfight scenes. So to me, the Air and Space Museum on the Mall is the "new" one, though it has changed quite a bit since the real "new" Udvar Hazy museum was completed a couple years ago. We did not have time to go out to Chantilly for that one and stayed with museums on the Mall.

Although no longer the centerpiece of the Smithsonian Air & Space museum, the building on the mall is still a fascinating place to visit. We (EAA) are very well represented by the obvious milestone aircraft, Rutan Voyager, Patty Wagstaff's Extra, The Gossamer Condor, not to mention the recent X prize winner, the Rutan design Spaceship 1! But it is not long before the realization

sinks in, that most of the airplanes and spacecraft currently featured there are at least “experimental” if not actually homebuilts.

Starting with the Wright Flyer, “most” other early aircraft, and even the homebuilt that became one of the most successful production airplanes of the pre-WW1 era, the 1909 Bleriot XI with maybe as many as one thousand built, still operating on the tricky wing-warping method of roll control.

I had heard rumors all through childhood about the airplane my Grandpa bought, going in with 5 other guys ca 1912 or so. He never wanted to talk about it because one of the partners cracked it up before he got his turn. Recently a brother conveyed an old newspaper interview: the airplane had been a Bleriot XI with the Gnome rotary engine option. So it was very fascinating to see, close enough to touch, a centerpiece exhibit on the Bleriot XI with Gnome rotary power. Grandpa never did learn to fly, nor as far as I know even ever go up in one. Aviation soldiered on without him.

Continuing with the Experimental theme are more milestone airplanes, the Spirit of St Louis, the Bell Airacomet (first significant US turbojet), the Bell X-1, as well as many early airplanes for commercial or military purposes from the between wars era. I especially like the lines of the Boeing 247-D and the Northrop Alpha. To represent the lighter than air experimental faction, the Breitling Oribiter is included.

Moving into the space age, even the Goddard Rockets from the 20’s through the 40s were originally homebuilt, and of course always experimental. Nearly every space flight was experimental, though harder to connect to homebuilding by then. As a final touchstone, though by no means exhausting all the numerous other air & spacecraft, is the Apollo 11 command module Columbia, from the first moon landing.

If you get a chance, head out to a museum or exhibit you haven’t seen before. It is inspiring. And it is a wonderful reminder of how much homebuilders have meant to aviation ever since the beginning. It’s great to have such an active group in our own hangar. Keep building ‘em guys!  
smt

## THE SECRETARY’S REPORT; BIRTHDAYS; NEW MEMBERS by Sharon Kaiser

On behalf of my husband, Hal, thank you for your cards, flowers, concern, and prayers following his stroke on March 2nd. He is in rehab, and making progress, but it will be a long haul. I still have the current rosters and membership cards to be put in the mail, and will get them out in the next few weeks.

As a heads up, the EAA "Aluminum Overcast" B-17 will be making a tour stop at the Elmira-Corning Regional Airport on August 13-16, 2007. I got a call from Mike Hall, Wings of Eagles Director, asking about EAA 533's participation in the event. During the last tour in October 2004, when the B-17 was the Fuddy Duddy, we helped out with ground tours and merchandise sales.

The PAL Program (Pupil Assisted Learning) has asked EAA 533 about arranging a Young Eagle rally for their group of 20-25 kids. A representative from PAL is coming to the General Membership meeting on April 25th to tell us about their group.

For those of you who haven't seen it, there is a very informative "aviation journal" called Over the Airwaves. The header reads "this complimentary bi-weekly e-mailing is being sent to pilots and aviation enthusiasts around the world. Its aim is to promote flight safety, encourage students and new pilots, and to build enthusiasm for aviation in general." Check it out at [www.overtheairwaves.com](http://www.overtheairwaves.com)

See you on April 25th.

#### Board Summary

No business could be conducted at the scheduled April 4th board of directors meeting, as a quorum was not reached.

#### March and April Birthdays

Dick Walters March 04  
David Shaw March 13  
Joe Vieira March 14  
Nancy Sherman March 21  
Ruth Walters March 30  
Jack Childs April 08  
Brian Jones April 16  
Stephen Thomas April 16  
Bob Bell April 23  
Lee Robbins April 24  
Kurt Walrath April 27

#### **EAA Chapter 602 Proposed field trip to the Fighter Museum**

Here is the summary and follow-up to our discussion at the last GM meeting about assisting EAA 602 if they conduct a fly-out to ELM, the museum, and our facility.

Steve summarized a number of e-mail communications the Chapter received from Tim Devine. Tim is a member of EAA Chapter 602 in Edinburg New York. Edinburg is located in Saratoga County approximately 15NM west of 1B2 Saratoga County Airport. His Chapter is considering a fly-in day trip to the National Warplane Museum some weekend this summer. Their plan is to fly a mixed flight of LSA, ultralight, and certificated aircraft and were seeking help organizing a mogas refueling session at ELM. Chapter 533's response to this request was positive, with most members immediately delving into the detailed logistics necessary for obtaining the autogas and performing the refueling at our hanger's back ramp.

Chapter 602 seems genuinely grateful for our assistance and their next key tasks will be picking the specific date in July and establishing the number of participating aircraft. The EAA 602 flight is looking forward to meeting the members of EAA 533. Feel free to check out their web site [www.eaa602.org](http://www.eaa602.org). The Chapter has posted some events scheduled for this summer and they have extended an invitation to our members to attend.

## EAA e-HOTLINE

The EAA e-Hotline subscriptions can be submitted at <https://secure.eaa.org/ehotline/subscribe.html>. Here are a few sample items of interest from the latest issue:

### **FAA REMEDIES AMPHIBIOUS LSA, LIGHTER-THAN-AIR ISSUES**

#### **Agency Delivers on Pledge Made at 2007 Oshkosh Summit**

An FAA direct final rule issued April 9 solves two lingering light-sport aircraft (LSA) certification issues that EAA has been working to fix since the original Light-Sport Aircraft (LSA) Rule issued in September 2004. The action allows special-LSA certification of amphibious aircraft with a retractable landing gear, plus increases the maximum takeoff weight for lighter-than-air LSA from 660 lbs. to 1,320 lbs. Both fixes remedy what the FAA called "unintended consequences" of the original rule that created exceptions to the otherwise rapid growth of the LSA category of aircraft. Read more at [http://www.eaa.org/communications/eaanews/070419\\_rule.html](http://www.eaa.org/communications/eaanews/070419_rule.html)

### **BUYER BEWARE ON AUTOFUEL STC'D AIRCRAFT**

Several recent instances have come to light where aircraft sellers have attempted to pass their aircraft off as having an autofuel supplementary type certificate (STC). Subsequent records checks with the two STC holders (EAA and Peterson Aviation) did not confirm this, and there were no placards on the aircraft. There have also been more ramp checks for autofuel STC documents at airports recently.

EAA and Peterson are the only organizations that issue these placards since the program began in the early 1980s. If you are buying an aircraft that has been advertised or you were verbally told that the aircraft has an autofuel STC, and that is a factor in determining your final purchase decision, check to make sure the aircraft does indeed have the STC.

Read more at [http://www.eaa.org/communications/eaanews/070419\\_stc.html](http://www.eaa.org/communications/eaanews/070419_stc.html)

## NEWSLETTER & WEB CONTACT INFORMATION

NEWSLETTER: [Loubeverly@cs.com](mailto:Loubeverly@cs.com)  
(607) 785-5295

WEB: [kurt@kurtwalrath.com](http://kurt@kurtwalrath.com)

## EAA 533 CHAPTER CALENDAR – Events normally held at the Chapter Clubhouse/Hanger

- Board Meeting: 1<sup>ST</sup> Wednesday of the month at 7:00 PM
- Membership Meeting: 4<sup>TH</sup> Wednesday of the month at 7:30 PM
- Nieuport 11 Project Meeting: Every Sunday at 9:00 AM unless there is a breakfast open to the public. It follows the Cook-it-yourself breakfast
- Cook-it-yourself Breakfast: Every Sunday at 7:30 AM
- Newsletter submission deadline: 2<sup>nd</sup> Wednesday of the month

## 2007 EVENTS (there are some dates and times yet to be nailed down.)

Vintage Car Show Breakfast – Sunday, June 10, 2007, 7 – 11 AM

Father's Day Fly-In Breakfast/Pig Roast/Fly Market – Sunday, June 17, 2007,  
EAA 533 Hangar, Breakfast 7 – 11 AM, Pig Roast 12:30 PM

Pride Ride Breakfast – Date not confirmed, but is tied in with the 4<sup>th</sup> of July

Flying Start Program – Saturday, August 18, 2007, EAA 533 Hangar, Noon – 4 PM,  
A seminar to promote aviation, open to the public with speakers, displays, FAA WINGS program, etc.

Old Engine Show Breakfast – Date to be announced

**FROM THE RIGHT SEAT** – a perspective from our ‘copilots’

**Spouses, significant others, family, or friends of Chapter members are encouraged to submit their thoughts about this activity we love from their points of view.**

*[Editor’s note: This is one of the new features I would like to see as a permanent or periodic feature. The heading for this piece is a take off on the heading “The Left Seat” written by Jared Jones back in 2002. My wife Cecil described her experiences in light planes in the March newsletter. Please feel free to provide you thoughts in the next **Tail Spinner**.]*

**HAS ANYONE EVER...**

This month’s question is “Has anyone ever bought or sold an aircraft or engine on eBay”? If you have, send us an e-mail at [loubeverly@cs.com](mailto:loubeverly@cs.com) or [ea533news@yahoo.com](mailto:ea533news@yahoo.com) and describe what you bought. We want to protect the guilty, so unless told otherwise, only your first name and town will be listed.