

The Tail Spinner



Experimental Aircraft Association
Chapter 533

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

Volume 35

August 2008

Number 8

EAA Chapter 533; 26 Aviation Drive; Horseheads, NY 14845
Website: <http://www.eaa533.org/> E-mail: eea@eaa533.org

NEXT GENERAL MEMBERSHIP AND BOARD MEETINGS

REMINDER! The next General Membership Meeting is Wednesday, August 6, at 8:00 PM. The Board Meeting is also on August 6, starting at 7:30 PM.

THE PRESIDENT'S REPORT

E-mail Bryan Cotton received seeking help to locate a long lost project

From: Dana Shinn <Dana@evans-mfg.com>
Subject: Help finding T-18 my dad built
To: "bryancotton@yahoo.com" <bryancotton@yahoo.com>
Date: Tuesday, July 29, 2008, 6:26 PM
Brian,

I am looking for a T-18 that my dad built 90% and then sold to Lou Southerland. He subsequently sold it to a dentist in Johnson City. That is the last I have heard of it. Its N number was N146JS but I don't think it ever flew under that N number and it has been reassigned. We never got a completed picture of the plane and I thought it would make a great Christmas present. I also would like to contact the owner and if he ever wanted to sell it, I would love the first opportunity to purchase it. Any direction you can point me to would be greatly appreciated. Thank you very much.

Dana Shinn
Director of Business Applications
Evans Manufacturing
714-230-1948

THE SECRETARY'S REPORT; BIRTHDAYS; NEW MEMBERS by Sharon Kaiser

EAA 533
BOARD OF DIRECTORS MEETING
July 2, 2008

Attending: Louis Beverly, Bryan Cotton, John Flanagan, Brian Jones,
Kurt Walrath
Guests: Gerald Jones, Tony Mruk

Meeting called to order at 7:42 PM by President Bryan Cotton. Discussion regarding member Len Solomon's previous request to buy the pre-heater from the chapter for \$150. Kurt Walrath made a motion to sell the pre-heater to Len for \$150, Bryan Cotton seconded, and upon vote, carried.

It was agreed that the chapter will buy another grill in the future. John Flanagan will watch the sales at Sam's Club for the same type of grill recently purchased, which is working out well. The older grill needs replacing. Brian Jones asked about the possibility of adding another door in the hangar, to facilitate traffic during busy breakfasts. Bryan Cotton suggested that the chapter also look into having a gate installed, allowing projects access through the airport fence. Bryan will bring up the additional access issues at the airport tenants meeting.

Bryan brought up the possibility of having a plaque made to recognize members of the chapter who contributed to the building of the hangar. Discussion followed, with the comment that it would be difficult to get a complete list, and some members might go unrecognized. John Flanagan suggested Malcolm Winnick, the founder of the chapter, also be accorded a plaque. Brian Jones then reviewed the hangar project, which was completed in July 1997. It was agreed that two separate plaques would be best. Ideas for the plaques will be solicited in the newsletter.

Regarding recognition, Louis Beverly's former chapter in Rockford, IL held an annual dinner, named after a chapter key person, which would recognize a "chapter person of the year," perpetuating membership recognition.

There being no further business, Bryan Cotton made a motion to adjourn at 8:06 PM, Louis Beverly seconded, and upon vote the meeting was adjourned.

Respectfully submitted, Sharon Kaiser, Secretary

EAA 533
GENERAL MEMBERSHIP MEETING
July 2, 2008

Attending: Louis Beverly, Bryan Cotton, John Flanagan, Brian Jones, Gerald Jones,
Tony Mruk, Kurt Walrath

Meeting called to order by President Bryan Cotton at 8:06 PM. The Treasurer's report was presented by John Flanagan. John noted that the attendance was down on the Pride Ride (260) and the Pig Roast this year, but the Car Show was bigger (300). The chapter paid \$300 for the pig this year, versus \$275 last year. We told Gordon Dye to plan for 100, and there was discussion on actual number of dinners served, as some members had paid for tickets as a donation to the club. The chapter has 3 cases of eggs left, and anyone is welcomed to buy some.

Nieuport Project: John Flanagan reported that Scott Johnson has been working on brackets.

Website: Kurt Walrath did research on the email problem and found out it was an error made by Clarity Connect. Kurt changed the email address to the current Yahoo address: aaa533news@yahoo.com. Kurt did check on mail that had come in on the old address. There was a request from a former pilot looking for a chapter member who would want to fly him to an airport near Pittsburg. He just wants to be able to fly in a small plane again. Kurt has also added some newsletters to the archives, in pdf. Louis will get Kurt any missing issues.

Bryan Cotton announced that he wants to buy a metal lathe to keep in the hangar. Tony Mruk has one that he would be willing to have brought to the hangar. Kurt Walrath suggested putting something in the newsletter about donations of tools and equipment to the chapter; donations are tax-deductible.

John Flanagan asked if the chapter should offer Dwight Myers a reduced rate to hold his spot in the hangar. After discussion, Bryan Cotton made a motion to charge Dwight \$50/month to hold his spot, retroactive to when he took his plane out, Brian Jones seconded, and upon vote, approved. Anyone who wants to rent the space can do so for full price, with the stipulation that it is Dwight's when he wants it back.

Kurt Walrath asked if the chapter was doing OK with Young Eagle flights, as the pool of pilots has decreased. Bryan Cotton answered yes, noting that he and members Jim Doane, John Herrington, Nick Iven, Jim Suggs, and Dave Walsh have been doing rides, flying 20 or so at each event.

It was noted that the next meetings would be held Wednesday, August 6th. The next breakfast event is NASCAR on Sunday August 10th. John Flanagan reported that the old engine/tractor club has too many September events to fit us in. John said that the chapter could put its own event together; Scott Johnson could bring his Fleet.

There being no further business, the meeting upon motion of Bryan Cotton and assent, was adjourned at 8:59 PM.

New Chapter members for 2008:

Kevin Bredenbeck	Emil Csedrik
Don Dutremble	James Martin
Jeff Prescott	Dave Walsh
Hugh & Vivian Webster	Tim Welles

Respectfully submitted, Sharon Kaiser, Secretary

EAA e-HOTLINE

The EAA e-Hotline subscriptions can be submitted at <https://secure.eaa.org/ehotline/subscribe.html>.

Here are some sample items of interest from the latest issues:

Electric Powered Aircraft at Oshkosh - Ohhh sooo quiet!

An electric-powered airplane flew over the main air show runway at EAA AirVenture Oshkosh today (August 3), and it wowed the crowd with its quietness. Recognizing its uniqueness, onlookers applauded as the airplane made its first pass.

Piloted by Joe Bennis, the ElectraFlyer C made three passes in front of air show center. Randall Fishman, president of the Electric Aircraft Corp., which designed the powerplant, said that the quietness of the engine and absence of vibration are two of the machine's best qualities. Not to mention that you can recharge its 18-hp motor in as little as two hours at a cost of about 75 cents with a 110-volt charger. That's right-75 cents. "That makes the proverbial \$100 hamburger cost ... well, the price of the hamburger plus 75 cents," Fishman quipped. Read more at:

http://www.airventure.org/2008/8sun3/electra_flyer.html

Rocket Racing League opens Tuesday air show with first public flight

The Rocket Racing League (RRL) unveiled its competition racing aircraft Tuesday (July 29) in a single-ship demonstration to open Tuesday's afternoon air show. This marked the first public flight of these aircraft, which were first introduced in April in New York. Read more at:

<http://www.airventure.org/2008/4wed30/rrl.html>

NEWSLETTER & WEB CONTACT INFORMATION

NEWSLETTER: Loubeverly@cs.com

WEB: kurt@kurtwalrath.com

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

- Board Meeting: 1ST Wednesday of the month at 7:30 PM
- Membership Meeting: 1ST Wednesday of the month at 8:00 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: last Wednesday of the month

2008 EVENTS

May 4 - Flying Start

June 8 - Vintage Car Show and Breakfast

June 15 – Father's Day Breakfast/Pig Roast

June 28 – Pride Ride

August 10 – NASCAR Breakfast

TBD – Old Engine Show (to be scheduled after Labor Day)

Editor's Notes

We are looking for ideas that would be fitting for plaques or some other medium to recognize chapter members and friends whose help and support contributed to the building of the chapter hanger and clubhouse. Forward your ideas to members of the executive board or notify Bryan Cotton if you would be interested in organizing this recognition project.

Tool Donations. Donating tools to the Chapter sounds like a win-win proposition. If you have machine tool, hand tools, or other equipment that might be useful on some of our hanger projects but getting in the way at your home or shop, consider making a donation to the Chapter and receive a tax benefit. Chapter members would be more than happy to supply muscle and transportation for items too large for you to move yourself. Contact Bryan Cotton or any Board member.

Dragonfly Mk 2 Project For Sale.

Many of you have seen my 'Hanger Queen' languishing in our hanger over the past two years. I have decided to depart with it. My plan is to put it on eBay around 8/16. If anyone is interested before then, the sale price is \$4,200. The eBay starting bid will be \$3,900.

Project History

This MK II project was originally started in 1982 and I purchased it from the widow owner in 1997. Although it was tied down at Clow airport in Naperville, IL and the engine and systems were operated for me, I wound up disassembling the aircraft after trucking it to Rockford, IL.

Due to normal life and job pressures, after owning this thing for over 10 years, I am still sorking on it.

Currently the project is located in the EAA Chapter 533 hanger at the Elmira Corning Regional Airport in Horseheads, NY.

Airframe

The airframe consists of a fuselage assembled from a Task kit. It has an access hatch aft of the firewall for access to the rudder/elevator controls and other systems. The airframe is nearly complete except for needed adjustments to the flight controls and completing the aileron trim system. The trailing edge of the wing and right wing tip experience some 'hanger rash' when the aircraft was pushed into hanger support beams by another aircraft during a strong wind storm. Damage is repairable. See photos for details.

Both side stick controls are located outboard, with the throttle/mixture/carb heat quadrant located in the center console. I have also installed a cable-type aileron trim system in the center console. Due to space and geometry constraints, I am using an electric servo for elevator trim. At this time, I only have rudder controls and brakes on the left side. I have not been able to locate another set of Hapi rudder pedals and leaving the controls out affords a little more room on the passenger side.

Engine

The engine is a Revmaster 2100D, which was purchased by the original project owner in 1979. It uses a Bendix D-2000 dual magneto and Ellison throttle body fuel injection. It has a 12-volt alternator intended for a Kabota tractor and a geared starter. After purchasing the aircraft, I drained and preserved the engine and it borescoped ok in July 2002.

Propeller

The prop is a wooden 54 x 50 from Ed Sterba.

Instruments, Avionics, and Electrical

Avionics/instrumentation include Collins comm, transponder with altitude encoder, ELT, and uses a 12-Volt Harley Davidson motorcycle battery, which is currently inoperative. Instruments include the usual suspects, along with CHT, EGT, and induction temp. Both the transponder and Cessna-type comm antennae are mounted internally on metal mesh/foil ground planes. Unfortunately, I installed a 4-inch venturi on the fuselage right side to provide vacuum for the attitude indicator and directional gyro. The venturi was so hideous on this aircraft that I had difficulty finding photos in my files of the installation. I later changed my mind and removed the entire vacuum system and plugging the mount hole.. Appropriate electrical circuits are protected with fuses except for the two electric fuel pumps, which use MIL-spec switches and circuit breakers. Some of the things I permanently removed while reworking this project were the Collins Nav radio, marker beacon receiver, LORAN receiver, all the commercial switches, and wiring.

1. Airspeed Indicator
2. Altimeter
3. Turn Coordinator
4. Vertical Speed Indicator
5. Transponder – Narco AT 50A,
6. Altitude Encoder - ACK Technologies A30, TSO C-88a
7. ELT - Dorne & Margolin DM ELT 1-3, TSO C91
8. Attitude Gyro – ANS model ANS 30, TSO C4c (included but not installed)
9. Directional Gyro – ANS model ANS 20 R, TSO C5c Type 1 (included but not installed)
10. Compass – new in box, included but not installed
11. CHT/EGT/Volt cluster (Westach)
12. Tach/Oil Press/Oil Temp cluster (Westach)
13. Carb Temp (Westach)
14. Suction Gauge
15. Fuel Gauge
16. Strobes – Aeroflash Model 156-0007, 2 sets (included but not installed)
17. Comm Radio - Collins VHF-251
18. Nav Radio - Collins VIR-351 (included but not installed)
19. Fuses for appropriate circuits
20. Primary and Secondary electric fuel pumps and switches and circuit breakers
21. Audio jacks located beneath the center console and PTT switch on top of the control column grip
22. Elevator trim uses the Menzimer MAC Trim system with servo, rocker switch, and LED indicator.

Interior

Mostly complete. Materials for completing the tops of the side/center consoles and cover over instrument panel included.

Landing Gear

11x4.00-5 Tires, Cleveland 5.00x5 Wheels and Brakes, wheel pants and features differential hydraulic brakes.

Documentation

Logs are contained in loose leaf binders with separate sections for each major assembly or subsystem. The data includes specifications, component certs, service records, part design sketches and drawings, tables for tracking purchases, and receipts of all project purchases.

- Standard Aircraft Log
- Standard Engine Log
- Standard Propeller Log
- EAA Amateur-Built Aircraft Log Book

Plans/Drawings: One construction manual that I acquired with the project and one complete manual and drawing set that I purchased from Viking Aircraft in 1997 that is registered to me.

Reference materials include:

- FAA Advisory Circular AC 43.13-1B and AC 43.13-2A combined (Acceptable Methods, Techniques, and Practices/Aircraft Inspection and Repair)
- AC 90-89A Amateur-Built Aircraft and Ultralight Flight Testing Handbook
- AC 20-27D Certification and Operation of Amateur-Built Aircraft
- Firewall Forward – Engine Installation Methods by Tony Bingelis
- Westach instrumentation manual/catalog; Revmaster engine specifications
- Full set of Bendix service bulletins and service support manual for the installed Bendix magnetos;
- How to Build a Reliable VW Aero Engine by Rex Taylor (HAPI)
- Type 1 VW Engine Assembly Manual 1600cc – 2180cc from Great Plains Aircraft
- How to Rebuild Your Volkswagon Air-Cooled Engine by Tom Wilson (HPBooks)
- HAPI/Viking Aircraft/Slipstream Industries marketing data and info packages.
- Dragonfly Builders and Flyers Newsletters from 1980 to 2002
- PAMA 2002 IA Seminar – Presentation: Composite Repair and Maintenance Course Number 0201CE008
- Viking construction Videos

Photos include CD of digital images, several folders of 35mm prints, and a loose leaf binder of prints from the initial project purchase, teardown, and rework.

I will see if Kurt can add some photos to the project section of the website. Currently, there is a picture of the aircraft under 'Louis Beverly'. If you are interested or would like more details, contact me at loubeverly@cs.com, during the day at 607-751-7860, or evenings at 607-785-5295.



Journey To The Great War Aerodrome

WWI Fly-In

Campbell Field (9VG)
On the Eastern Shore of Virginia
13-14 September 2008

Wanted:
Replicas,
Models, Historians,
Collectors,
Re-enactors, RC,
all with an
interest in WWI

Come early on 12 September to set
up your plane, camp, and enjoy
movies and popcorn in the hangar

For More Information
Email: greatwaraerodrome@yahoo.com

Campbell Field Info:
<http://www.campbellfieldairport.com>

