



# Pilots Progress

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## Young Eagles Rally, June 12

**The June meeting will be held on Tuesday the 8th, in our hangar, 7pm.**

“Jerrid and I have a special surprise for the next meeting and we have a special guest”. Bob We’ll make final plans for our Young Eagle Rally on Sat., June 12, our Fly-In Breakfast on June 27 and other summer events. Please volunteer to help!

### Last Month:

Present— 23 members. No treasurers report. Minutes of last meeting read and approved.

### Old Business:

Motion made to pay for member expenses at the Boy Scout Jamboree, seconded and approved.

### New Business:

Ivan Truyaert donated an Airmap 1000 to the Chapter.

Bob Smith invited the members to

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We’ll hold our Young Eagles Rally in our Hangar. We’ll need pilots, ground support and kids. So far we have zero kids signed up. We publicized it at the Jamboree with the date, so we may get some walk-ins. Bring your grandkids, nieces, nephews and neighbor kids.

### Fly-In Breakfast, June 27

Our first Fly-In of the year! We’ll need the cooperation of all members to make it a success. Setup is Sat. the 26th, 9:30 till done. The hangar is in good shape, thanks to some dedicated people: Jon Ritter, Bob Baird, Jerrid Burdue, Jerry Weiringa, Brian Bowen, and Chuck Worthan to name a few.

**The Boy Scout Jamboree was a success. The Scouts made over 100 FPG-9s (foam plate glider model 9)**

## The Prez Sez

By  
Bob Baird



June, it’s here, hard to believe! Hello guys from Sunny Florida! I’m down here with my lovely wife and granddaughter, Connie & Missy. Missy just graduated from high school with honors. We’re very proud of her high school record and her achievements. She’s been a special girl, dedicated to excellence throughout her young years. Now she is a fine lady. So we’re in Florida taking her on a cruise before she begins college life. Just have to brag about her. You’ll all see her again as she begins flying lessons this summer at 3TR along with her sister Christine. They both want to play an active role in the Eight Six Five.

The Tri-Pacer up date. Bob & I have been flying it along with Bob’s grandson, Jordan and a few others. Three heavy people and a full load of gas (44 gallons) on a hot day is all about she can handle for a weight load. As we continue to discover it abilities and to tweak it we’re finding all kinds of good

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L— Some of Bills models and the Bendix Pylon,  
R— The P-61 Blackwidow



*Prez Sez (Continued from page 1)*

surprises & a few bummers. Everything is beginning to work well except for a few items. The transponder encoding device is not reporting altitude, a \$450 BUMMER. The manifold pressure gage is not right, a \$150 BUMMER. The vacuum system needs to be checked out and if it's working right then the heading indicator needs to be rebuilt and that's a \$450 BUMMER. There is a small problem with the master switch, a \$10 BUMMER.

What's good you might ask? Well, it's not grounded. It runs great! It has great KX 155 radio & a new 296 Garmin in dash. It came with a new two place intercom and we converted it to a four place front and rear intercom. It has a good interior and really good exterior fabric. It starts and runs great and the engine is dry, free of oil drips and runs. It has a very complete dash panel and instruments are working well except the ones I mentioned. It came to us at a very good price with new tires, new battery, good documentation and a new annual. So to Bob Rodgers & I a few thousand or so to tweak it in isn't bad.

You'll all get rides and/or a chance to take lessons in the short wing PA 22-150. I thought you'd like to be kept up to date on what's happening with it.

Boredom fighter action is taking place at Jerrid's shop. Lotta of new goodies are installed in fuselage #1. We could be covering #1 this fall. Now that's a WOW!

Another WOW is Jim Steer's bird, the red & white, VW powered beauty is being test flown at 3TR. Ivan's project is going great guns as well and he's thinking about a new Corvette power plant. Cha-Ching! We'll be traveling out to

see his RV-10 soon. I also plan for us to be making headway on our MiniMax this summer. Of course we have our fly-ins, Young Eagles flights, and other events coming up. These include pleasure flights to some good spots, a trip to the Indy 500 museum, and a busy schedule of events for members and friends all this summer and fall. We'll need your help and participation to make all this come true. A year to get in gear is planned for us all.

So much other stuff is going on that I can't begin to tell you about it in one newsletter article. But, in an effort to keep you somewhat up to date, my Commercial Pilot License training is near complete. Wes Kautzman said he's ready to sign me off. Right after vacation a few tune up flights and then I'll take the Flight Exam at Andrews. Then Wes and I will begin the CFI training right away. After that I'll spend two weeks in Chicago at American Flyers for the CFII training and it's all done by mid-July. That's the game plan.

Jerrid and I have a special surprise for the next meeting and we have a special guest. You are going to hear the roar of a very powerful 700 horsepower so please be there for the action.

Bob

*Meetings (Continued from page 1)*

attend Duck's Picnic on Aug. 15 where Dell Hickoks will be honored by the FAA. It was announced that Jim Steere has flown his Sparrow homebuilt for the first time.

Before the meeting we had the good fortune to have a talk from Chapter 865 charter member Bill Ortman. Bill is a master craftsman in several things, including Model A Fords, Aircraft Restoration, Model Building and metalworking. **B**ill

brought along over a dozen models of aircraft that he built from metal odds and ends, spoons, measuring cups, acorn nuts and conduit to name a few. I couldn't write them all down, but Bill's favorite is the P-61 Blackwidow. Bill joined the USAF in 1945 and was an armorer for the P-61 stationed on Okinawa. There was some lively discussion about the aircraft and its armament. Bill also brought along some autographs by Bob Hall designer of the GB's and Jimmy Doolittle.

*Continued from last month*  
**ETHANOL ALCOHOL AS A  
FUEL**

Read, Think, Decide  
By Dale Neddeau

Well, if you don't want to do any of that, it just so happens that since the early 1990's all auto's have been built with computer controlled fuel injection. This makes it possible to run ethanol without modifying your car, since the computer controls the amount of fuel it delivers to the engine as well as the timing.

Now, this doesn't mean you can go out and buy E85 and put it in your car, at least not without mixing it with a certain amount of regular gas. How much you can use depends on your car.

Now you may be wondering, how did we end up with flex fuel vehicles and E-85. Well believe it or not, we can thank congress for that. Have you heard of CAFE, corporate average fuel economy. Congress wanted the car companies to bring up their fuel mileage averages. To make a long story short, a deal was struck where by, if the car companies would make cars, ( flex fuel vehicles), that would run on 85%

ethanol, (E85), they would be allowed credit against their gas hogs. In other words they didn't really have to meet the CAFE mileage figures if they make enough flex fuel vehicles because they were given a certain credit for every flex fuel vehicle they made.

Pretty neat, CAFE didn't even take effect before the car companies had a loop hole. Well, at least it opened the door for a greater use of ethanol.

Of course, the car companies were not required to inform you that they were making flex fueled vehicles, and you would have had a tough time finding E85 if you wanted to use it. Even today, nearly 20 years later, you will have to hunt for a station that sells E85. The only way to make E85 more readily available is for demand to go up. So, I would encourage anyone with a flex fuel vehicle to use E85 even if you have to drive a little out of your way to get it. Remember, even if you lose a little fuel mileage, your car will run better on it and you will have no carbon build up in your engine. Besides, it will cost a little less than regular gas, so, you may end up breaking even as far as cost is concerned.

So, yes ethanol in today's cars will get a little less fuel mileage, but, they run better and pollute far less and because E85 cost less I believe it is well worth using. That's my opinion, what do you think?

Now, for the two real issues of ethanol. Materials compatibility and cold start problems.

Ok, if you are driving around in a car built since about 1980 you have no compatibility problem. If you have an older car you may have a problem. For instance if you wish to use ethanol in an older car, it

would be a good idea to replace your rubber fuel lines with new ones. They are made out of different materials today that are compatible with ethanol. You could also have a problem with your fuel pump diaphragm.

Now, the other real short fall of ethanol, cold starting problem. That is the reason for the E85. You see, congress really wanted the car companies to make cars to run on 100% ethanol, but they complained that it would cost them more money to make because they would have to add something to make them start in cold weather. So, congress gave in and we have E85. It's not that they couldn't do it, they just didn't want to have the expense. So, the cold starting problem can be easily solved, it just costs a little.

So, you might ask, if ethanol is so good why aren't we using it already? Well that goes back to the early 1900's. Remember the little old ladies that got a constitutional amendment passed? Well, they had a lot of help from John D. Rockefeller, who backed them to the tune of 3 to 4 million dollars. That effectively ended their competition for about 14 years. And they have been using propaganda against ethanol ever since.

Now I want to make one more very important point. David Blume believes that the best way to provide ethanol to the nation is to have thousands of small farmer type co-ops around the country that use some or all of the by products.

ADM would be one example of how David thinks ethanol plants should be set up, value added products from the mash and CO2.

They mix the mash with soybean meal and a couple other minor nutrients and use it to feed tilapia. Then they circulate the water from the fish pond thru hydroponics tanks that they grow chives in. This acts as a biofilter for the tilapia tanks. They harvest the chives to make a natural insecticide and of course they sell some as an herb. They even sell the flower stalks to use as dried flower arrangements.

ADM also uses some of the CO2 in other greenhouses to grow lettuce and cucumbers. Plants can grow much faster with elevated amounts of CO2. They grow three times the amount of cucumbers under such conditions as you could grow outside with no CO2 enrichment.

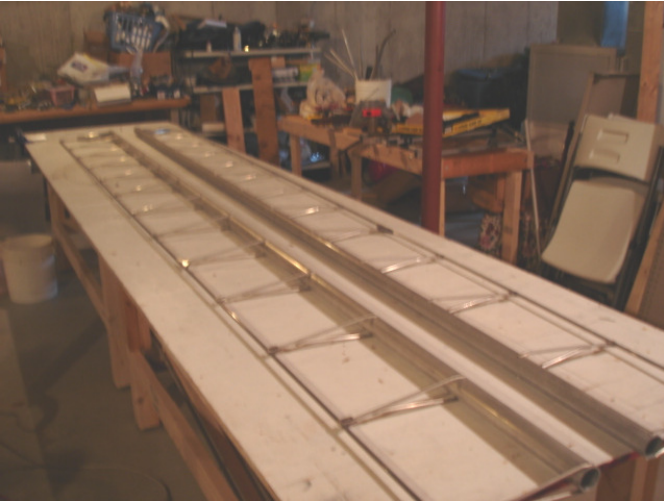
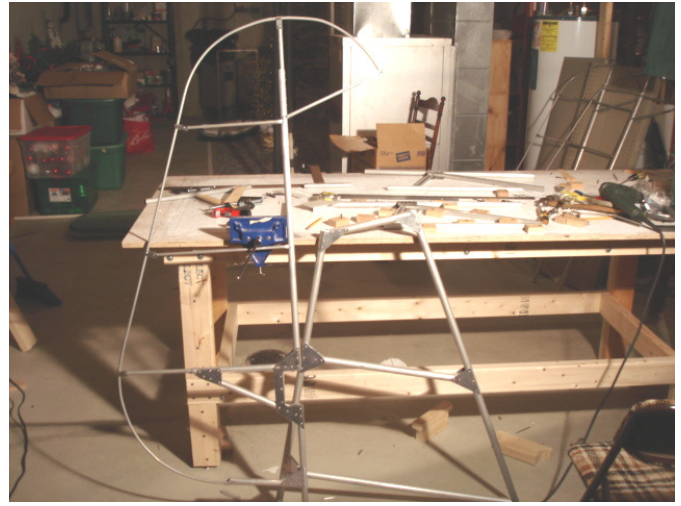
There may be hundreds of combinations of ways to use the by products. If co-ops around the country did this they could put a lot of Americans back to work and having more than one product to sell makes them less likely to fail. And another thing, it would prevent big oil from ever having a monopoly on our energy supply. I think this is a very important point.

David believes that co-ops can produce ethanol as cheaply as huge ethanol plants because of the fact that you have far less distance to haul the feedstock's and products to market.

There you have it. You have many of the facts, not propaganda, about gas and ethanol, so you make up your own mind.

If you would like to learn a lot more about ethanol, you can go to David Blume's web site and get his book Alcohol Can Be A Gas. That is where most of the information for this article came from.

## Some photos of Jon Ritter's Tiger Cub Project



### Calendar of Events

- June 12—EAA 865 Young Eagles Rally**
  - June 20—Mishawaka Pilots Club Fly-In Breakfast**
  - June 25 to 27—1st annual Biplane Owners Association fly-in. Brooks Field, Marshall MI**
  - June 27—EAA Chapter 865 24th Annual Fly-In Breakfast, Niles MI**
  - July 3 to 4—EAA 585 Steak Fry and Breakfast Fly-In, Watervliet MI**
  - July 18 to 25—Cessna 170 Convention at Benton Harbor**
  - July 26 thru Aug. 1—AirVenture EAA Convention Oshkosh WI**
  - Aug. 7 to 8—Michiana Fly-In Plymouth IN**
  - Aug. 15—Ducks Picnic, corner of Christiana Lake Rd and Mason St.**
  - Sept. 11—EAA Chapter 865 Salute to Veterans Fly-In Breakfast, Niles MI**
- FOR DETAILS ON ABOVE EVENTS CALL RALPH @ 269-684-0972**

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