



Pilots Progress

www.eaachapter865.org

Volume 25
Issue 2
March
2011



Are You Ready For Spring?

This months meeting will be held in our hangar, on Tues., March 8, 7PM.

Possible speaker and Demo. Discussion on 2011 projects and events. Refreshments will be served.

Minutes of the Feb. 2011 Meeting.

Bill Baird called the meeting to order at 7:00/8/2011.

Last month's meeting was very brief because the membership was anxious to see the new video projector demonstrated.

The upcoming FSDO SAFE meeting was discussed briefly. No decision was made on the exact date. Bob Baird has been talking to the South Bend FSDO for up-

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Spring is just around the corner. Which corner, you say. Good question. But let's be optimistic and start planning for the near future. Say, April 1st. Several things on and in the hangar need attention. The door and hooking up the rest of the outlets in the meeting room come to mind. And then there's the Hi-Max. (Below) Some members have

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The Prez Sez

By
Bill Baird
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I had a great pleasure surprising my second daughter, thanks to Jerry Wierenga with an early birthday present, a flight with Jerry in his beautiful Skyboy. She was jumping for joy. When I told her to get dressed warm you have a surprise. Her first guess was an airplane ride. The next day she printed out photos and her teacher let her present her photos and talk about her flight to the others. I mention this not only because I

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About 22 members braved the blizzard of 2011, to enjoy some of the best chili in the Midwest. Right there in our hangar, as shown below.



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Thanks go out to all of the members who have paid their 2011 EAA Chapter 865 dues. If you haven't paid yet, just send \$20 to our Treasurer, Ivan Truycart, 27625 Chicagoo Tr. New Carlisle IN 46552 Make checks payable to: EAA Chapter 865, Inc.

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expressed an interest in purchasing it. It could be a neat way to build time for your Sport Pilot License. The Board needs to set a price or take offers on it. Remember, it does need to have a Rotax 447 engine to qualify for Light Sport. The Chapter has some assets it's not using, stored in the B&B hangar. We should liquidate them. I don't know about you, but I'm past ready for Spring!

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dates and to get their schedule in sync with ours.

Tom Huizinga asked if it was possible to insulate the whole hangar. The committee had not met.

The committee to spice up the next fly-ins did not have a report ready.

The upcoming Fly-ins were briefly discussed but no committees were formed and the planning was pushed forward to the next meeting.

There was a treasure's report and Ivan asked all to consider paying their dues soon the keep the treasury healthy.

The trip to the Indianapolis Speedway Museum was briefly discussed. Bob Baird announced that he will not be available for the trip to Indy until he has completed his CFIA training.

Meeting was adjourned at 7:15.

Bob Baird, Sec.

If anyone has come across a RotoZip Tool similar to this, in the hangar, please let me know. I think I had it there last. Can't find it at home. Ralph



(Prez. Continued from page 1)

am the proud father but also because I was thinking about what an incredible experience and privilege we have to fly. Here's an interesting historical puzzle. From several tombs in ancient Greece, we're talking about thousands of years ago, archeologists found strange and intricately carved wooden birds. These birds were put on display in a museum without understanding what they might of been. One day a scientist noticed that these birds had glider qualities. Later he was able to study them. The type and quality of wood used and shape, replicas were made. The astounded scientist in the article that I read, said that the ancient Greek had the basic concept of glider flight. Because nothing else has survived and there is nothing written about the experiments in gliding we do not know how far they evolved in flight. Ten years after the Wright brother's flight the first airline was born in the US. Carrying a single passenger, going from St. Petersburg to Tampa both

in Florida, 21 miles distance. The flight took 23 minutes. The first passenger paid a whopping \$400. The passenger's fee after the initial flight was 5 bucks or a hundred pounds of cargo was also \$5. In 4 months of operation, they carried over 1,200 passengers and there were no recorded accidents. Oh well, I guess I was thinking about the incredible privilege of belonging to the Experimental Aircraft Association, being part of the history of aviation, and occasionally having the privilege to fly. Next meeting we're working on to have an air traffic controller to speak at our meeting. We're planning on an aluminum brazing demonstration, and to have some good snacks. We have an important business meeting to bring some idea's to completion. We need to plan to have a hangar clean up day and a plan a garage sale of a lot of stuff that needs to be put to good use somewhere else. Hope to see you there. Help us to continue to be great.

Bill



Cessna Silverwing, engine made in Rochester, NY. From the EAA Chapter 44 newsletter.

Seven Entries for EAA's Electric Flight Prize

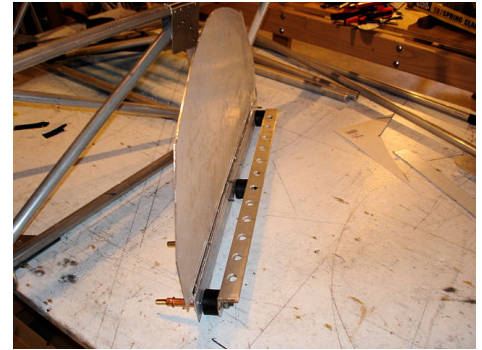
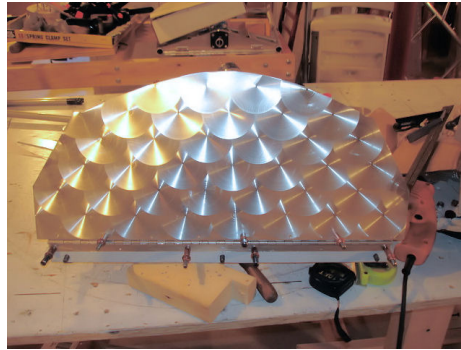


February 17, 2011 — There is a buzz in the air surrounding the \$60,000 Electric Flight Prize at EAA AirVenture 2011. Initial applications are filtering in from innovators ready to showcase their advancements in electric flight at “The World’s Greatest Aviation Celebration.” AirVenture 2011 attendees will have an opportunity to witness the future of electric flight on display and in action through this contest, which will highlight an amazing array of new powerplant and airframe designs.

To date, EAA has received initial applications on the following aircraft:

- ElectraFlyer-C, a single-place aircraft that was flown at Oshkosh in 2008.
- ElectraFlyer-X, a two-place aircraft.
- ElectraFlyer-ULS, a single-place ultralight that was flown at Oshkosh in 2007.
- Pipistrel Taurus Electro, the first two-seat aircraft powered by an electric engine to fly in the world.
- Pipistrel Taurus Rapid, a four-place featuring a 75-foot wingspan.
- Sonex Electric Waix, a standard Waix kit aircraft modified with the installation of proprietary e-flight electric

Here are a few pictures of the Inst. panel and compartment I am working on for the Tiger Cub . I have machined in the face of the panel for a nice look and also installed rubber isolators for any vibration from the engine, See pictures . Also picked up a set of Grimes position lights and converted to 12 Volt and got LED lamps to replace 28 volt lamps that came with them. I have located and am ordering motorcycle flashers to operate these LED lamps. Jon Ritter



- power components.
- V-Raptor Electro Flyer, featuring a 20-hp motor and a composite structure.
- Formal acceptance into the contest will be made by EAA, following review of all applications. A maximum of 12 entries will be accepted into the contest due to logistical restraints.

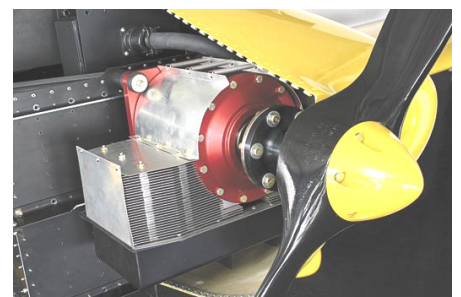
Three flight competitions held during AirVenture 2011, along with an electric aircraft innovation evaluation, will determine prize recipients.

\$60,000 Electric Flight Prize events

- Endurance (Tuesday, July 26)
- Time to Climb (Wednesday, July 27)
- Maximum Speed (Thursday, July 28)
- Innovation Evaluation (Overall) – Top three developments in electric flight based on battery, motor, controller, and airframe.

Cash prizes totaling \$60,000 will be awarded to the winners of each category as well as the overall winner of the Electric Flight Competition. The prizes and support for the competition comes from Wicks Aircraft Supply, Dynon Avionics, Aircraft Spruce & Specialty, and AeroLEDs – four companies highly active in the sport aviation community.

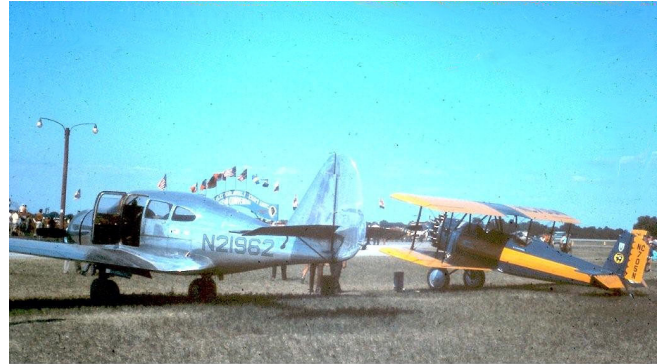
Each activity will be scored and plaques will be awarded to the aircraft placing first, second, or third in each category. The first place winners in endurance, time to climb, maximum speed, and innovation will receive \$10,000. The overall winner of the Electric Flight Prize, based on the highest cumulative score, will receive \$20,000. It may not be necessary to place first in each event to win the overall category.



More great photos from Dave Bragdon's collection.



1940 SPARTAIN 7W 'EXECUTIVE' sn30 N17664 EAA71



1945 SPARTAIN 12 sn1 N21962 &
1929 SPARTAIN C3-165 sn149 NC705N EAA71



1931 GREAT LAKES 2T-1A 'SPECIAL' sn249 EAA71



BOEING B-17G/P-1G 44-85838 'YANKEE LADY' LEB. TN 6/09

Calendar of Events

MAY, 7 Fly-in Breakfast Midland
Jack Barstow Airport (IKW) 7:00 - 11:00 989-835-5828,
jt@barstowairport.com

MAY, 21 Lapeer DuPont-Lapeer Airport (D95) 7:00
a.m. - 12:00 p.m. Fly-in/drive-in breakfast. Sponsored by
EAA Chapter 1303. Call Gary Butler 810-664-6966.

MAY, 29 Lake City Home Acres Sky Ranch (Y91) 7:00 -
11:00 Fly-in Breakfast 248-496-7132,
homeacres.Y91@gmail.com

June 26-EAA Chapter 865 Fly-In Breakfast

July 23 & 24-Willow Run Airport. 13th Annual
Thunder Over Michigan Air Show. U.S. Navy Blue Angels
and a salute to the 100th anniversary of U.S. Naval
aviation. 9am to 5pm. Visit www.yankeeairmuseum.org/airshow
for regular updates. Sponsored by the Yankee Air
Museum. Call 734-483-4030.

FOR DETAILS ON ABOVE EVENTS CALL
RALPH @ 269-684-0972

Pilots Progress is published each month by
Experimental Aircraft Association Chapter 865, Inc.,
located in Niles MI. The contents are for the use,
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