



# Pilots Progress

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## Happy Thanksgiving!

**November meeting in our hangar, Tues. the 8th, 7pm.**

### Last Month:

Meeting brought to order at 7:09pm

Present: 12 members

Treas. Report: none

Minutes: none

Both speakers cancelled.

Old Business:

Jim Steere will take on the project if the paperwork is found.

Hangar rent. Dale Neddeau will pay Aug. and Sept. today (\$100.00) and Oct. at next meeting. He will move the Culver out by 10/31/2011.

A motion was made and seconded to allocate \$75.00 for a pancake batter dispenser. Passed. (proving once again that unwritten

*(Continued on page 2)*

I'd like to give thanks for all the officers, board members and loyal members, who have kept EAA Chapter 865 going strong this year. Without your steady support, we wouldn't be able to provide a place for aviation safety seminars, speakers, Young Eagles and Fly-In Breakfasts.

Lately, our speakers have dropped the ball, but that should change with the change in weather. By the way, I am sure every one of you have a story to tell. Let's hear it.

The BSA Merit Badge classes will most likely be held again this year, between Christmas and New Year. Please plan on helping out.

If you give any Young Eagle rides, please list our Chapter on the form. We have funds to pay for fuel for YE's.

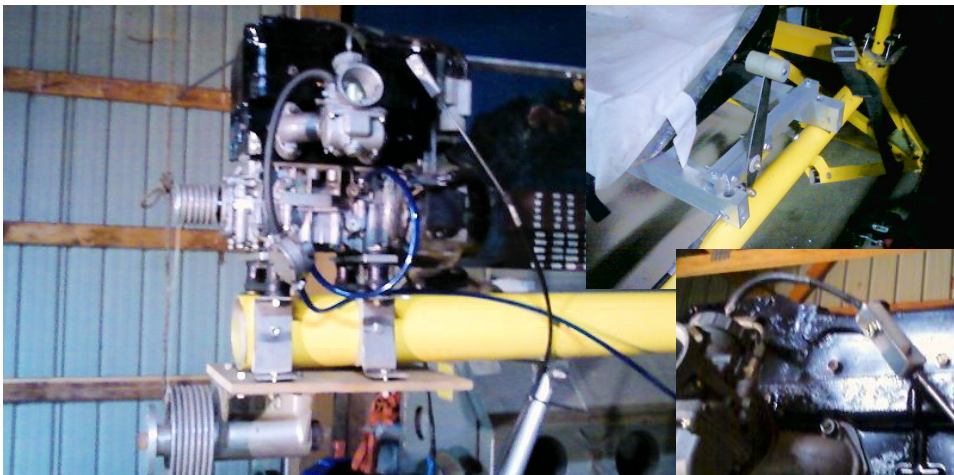
If anyone has a spare flat panel computer monitor, we could use it. Donations are deductible.

## The Prez Sez

By  
Chad Strauss



Greetings chapter 865 I hope the past month has been kind to you all. We are officially in the magical time of year when the sky is cloudy more often than not and many of us tend to take a break from flying until the weather becomes more favorable. This is however a perfect time to partner with an instructor and brush up on some Instrument procedures that may have become a little rusty over the summer, or maybe practice some crosswind technique. Staying sharp will also reduce the time it takes to your proficiency in the plane back when springs rolls around, lets get out and enjoy the weather! I also encourage you to take a look at this site for some good tips for safe cold weather: [operation http://wintersetaeroclub.com/files/AOPA\\_Online\\_-\\_Winter\\_Flying.htm](http://wintersetaeroclub.com/files/AOPA_Online_-_Winter_Flying.htm)



**Member Charlie Holleman sent pictures of the throttle linkage for the ultralight that he's building. Nice work Charlie.**

### Contents

- 1 Meetings, Thanksgiving, Prez Sez
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### FOUND ON CHADS EMAIL PAGE:

"I am not afraid of crashing, my secret is . . . just before we hit the ground, I jump as high as I can." Bill Cosby  
"We like to say 'a mile of highway gets you one mile, a mile of runway gets you anywhere.'" ---Phill Boyer  
When asked by someone how much money flying takes: Why, all of it!

Meetings (Continued from page 1)

partnerships are a bad idea).  
Ralph Ballard will pick one up on eBay.

New Business:

Christmas Party. We will have one off site. Location will be decided at the Nov. meeting.

Fly-In. There was discussion as to the need for better organization. It will be the last Sun. of June. I expressed a need for Board Meetings on a regular basis.

After the meeting, new member Charlie Holleman was introduced. He lives in Constantine MI and is building a high wing ultralight. Welcome Charlie!



## Sensitive Static Prop Balancer

### EDUCATION CAN REPLACE THIRD-CLASS MEDICAL

By J. Mac McClellan  
The petition by EAA and AOPA to allow required medical education to replace the third-class medical for recreational flying is the first proposal that I think actually can improve safety and be approved by the FAA. The petition asks the FAA to allow pilots to fly fixed-gear single-engine airplanes of 180 hp or less under daylight VFR using a driver's license as an alternative to the FAA third-class medical.

Designed by Jeff Jeter

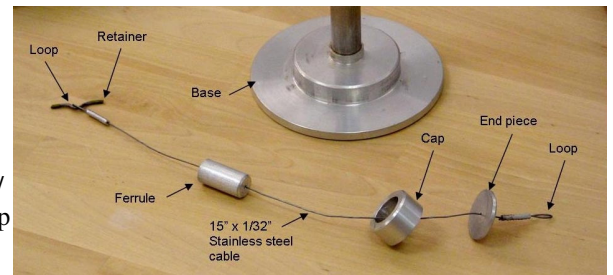
By Paul Lipps

Photos and drawings

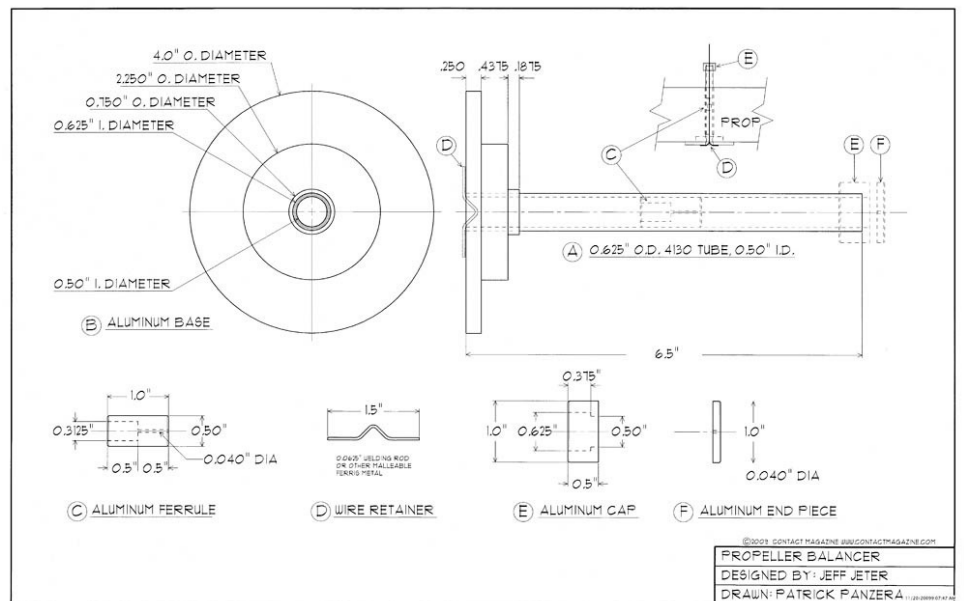
by Pat Panzera

Read the details @

[http://www.eaa.org/experimenter/articles/2009-11\\_howto\\_props.asp](http://www.eaa.org/experimenter/articles/2009-11_howto_props.asp)



This type of petition has been made many times, by various groups and even individuals in the past with no success. What's different this time is that pilots using the driver's license would be required to complete an online aeromedical awareness training course, including a test to be sure they correctly and completely absorbed the information.



## A few questions and answers about fuel From EAA Light Plane World

Q. Why do some planes have a fuel strainer or fuel sumps?

A. After leaving the fuel tank and before it enters the carburetor, the fuel passes through a strainer which removes any moisture and other sediments in the system. Since these contaminants are heavier than fuel, they settle in a sump at the bottom of the strainer assembly. A sump is a low point in a fuel system and/or fuel tank. The fuel system may contain a sump, fuel strainer, and fuel tank drains, which may be collocated.

The fuel strainer should be drained before each flight. Fuel samples should be drained and checked visually for water and contaminants.

Water in the sump is hazardous because in cold weather the water can freeze and block fuel lines. In warm weather, it can flow into the carburetor and stop the engine. If water is present in the sump, more water in the fuel tanks is probable, and they should be drained until there is no evidence of water. Never take off until all water and contaminants have been removed from the engine fuel system

Q. What effect does old gas have on my engine?

A. Letting fuel sit for weeks without using it will cause it to go bad. Even if gas does not go bad, it will often lose its octane with time. For those that premix gasoline and two-stroke oil, there is another set of problems. Fuel and oil are normally mixed at a 50-to-1 ratio. If premixed gas sits in a plastic container for a while, the gas will evaporate out, leaving a richer oil mixture in the container. In any

case, fresh gas should be used as much as possible

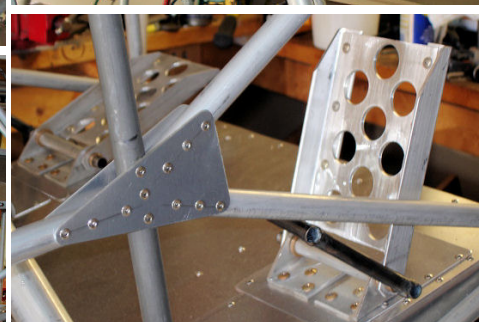
Q: I use auto gas. Is the 87 number on the pump the octane of the gas?

A: The number which is posted on the automobile service station pump isn't a true octane number. It's what is called an antiknock index number (AKI). This number is the average of two octane numbers arrived at by two different kinds of tests. One is called the ASTM Research Method and is often abbreviated R or RON. The other is the ASTM Motor Method, M or MON. The antiknock index number on the pump is then this average, or  $R + M$  divided by 2 = AKI. A rule of thumb is that the Motor Method octane number (MON) is approximately five points less than the AKI. The significance of the MON is that this is identical to the octane number for aviation gasoline.

Specification D-4814 (previously D-439) for automobile gasoline requires a minimum of 82 MON when the posted number is 87 AKI or more. When the EAA requested approval from the FAA for the auto gas STC, the request was for an

*(Continued on page 4)*

**Just a few pictures of the rework to the tail wheel strengthening . By changing this setup it makes a more direct route from pedals to wheel without putting any tension or unnecessary torque on the Vertical stabilizer . I also took a few pictures on work to the tail feathers , making up the cables and fitting to the horizontal Stab. Jon Ritter**



## More pictures from the Dave Bragdon collection



1941 BOEING STEARMAN A75N1 sn75-2819 N53409  
LEBANON, TN 6/09



1965 AERO VODOCHODY L-29 'DELFIN' N129DH  
LEBANON, TN 6/09



1970 BRITISH AEROSPACE BAC 167 'STRIKEMASTER' sn1930  
NX2146J LEBANON, TN (So Viet Nam AF marks)



1953 HAWKER FB11/MK.10 'SEA FURY' snWJ288 NX155  
BRITISH FIGHTER BOMBER LEBANON, TN 6/09

### Calendar of Events

Saturday, November 19, 2011

Noon - 2 pm

Ercoupe Fly-In Event Fly-in Food Rochester Airport,  
Rochester, IN, Meet for lunch on south side of airport

Contact: Marv Dunlap

Phone: 810-231-3392

Dec. 13—Chapter 865 Christmas Party (tentative)

**FOR DETAILS ON ABOVE EVENTS CALL RALPH**

**@ 269-684-0972**

AKI number of 87 to ensure a safety margin of 2 octane numbers over the aviation gasoline approved rating for 80 octane engines

Q. I haven't flown for four months, and my gas is at least that old. I use auto gas with premixed two-cycle oil. Is it safe to fly with this gas?

A. Probably not. It's likely that your gas has turned bad. Letting fuel sit for months without using it will cause it to go bad. Even if the gas doesn't go bad, it will often lose its octane with time. Lower octane can cause detonation and engine damage. Fresh gas should be used as much as possible.

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