

Salute Fly-In Report

The Prez Sez

By
Chad Strauss



The October meeting will be held in our hangar on Tues. the 11th, at 7pm.

There will be a speaker and/or demo. Several items need to be addressed, including: the HiMax (If we have all the log books and paper work assigned to the plane, I can check into it.

I would be willing to clean it up and get it going. I'm not sure about making a cowling, but we can talk about at the next meeting. Jim Steere), hangar rental, Christmas Party and next years fly-in.

Last Month:

No minutes received.

Our Salute to Veterans fly-in was a success in that we saluted veterans and didn't loose much money. We about broke even, thanks to many veterans that chose to pay for their breakfast and the members who bought left over food. The weather was a big factor, even though it turned out OK, early morning fog shut down most flyers. Only a very few planes were able to fly in, including three intrepid ultralight pilots. Thanks also go out to the members that showed up and worked, Chad Strauss and the Best Buy volunteers, Jim Thompson giving rides in his Vari-Eze and the Niles Daily Star for a great front page picture and story.

Some members have questioned whether we need to put on two fly-ins a year. This will be a topic to discuss at the next meeting. It may be that we could hold the second one, depending on the success of the first.

Last meeting we parted out some breakfast goodies and discussed the needed repairs to our hangar door. Meeting one for the door repair did not go well, and I was unable to stop by for meeting number two. As some of you may know I have been spending a large amount of time this month dealing with audits at work and the interview process for a promotion at work, with so little else going on with me these days I decided to fill you in. After spending two weeks preparing for a corporate audit of the Geek Squad in Benton Harbor, I applied for an opening as an in home repair tech (Promotion) District management did the interviews and decided I was overqualified and should be a Supervisor. I applied for an open supervisor position in Kalamazoo and after running around in circles they were very pleased with what I could bring to the table, however

(Continued on page 2)

Below, L to R, Chuck Worthen, Dick Haigh, Jon Ritter, Gerry Wieringa and Dale Neddeau discuss repairing the hangar door. It was decided to make a temporary repair and do it right in the Spring.



Contents

- 1 Meetings, Fly-In, Prez Sez, Fred Litt
- 2 Prez Sez cont., Med. Exempt, Alum. Cutter
- 3 PRA/Powerchute Fly-In, Fred Litt, cont.
- 4 Calendar, Disclaimer and Contact Info.

Frederick Litt 89, March 11, 1922 — Sept. 20, 2011.

Frederick L. "Fred" Litt, 89, of North Fourth Street, Niles, died at 1:13 a.m. Tuesday, Sept. 20 at Riveridge Manor, Niles following a brief illness.

He was born March 11, 1922 in Niles to Joseph and Anna

(Continued on page 3)

Prez Sez (Continued from page 1)

they decided to not hire anyone for the position. So Its been a stressful few weeks spent driving back and forth to Kalamazoo but has led to getting my name out in the company and getting more interview experience. Hopefully things will be back to normal soon and I can focus more on things other than work and I apologies for the inconveniences this has caused the club. Chad

Members React to Medical Exemption Proposal

October 6, 2011 – As expected, the EAA/AOPA proposal to allow driver’s license medical certification by those who fly recreationally under certain guidelines has drawn a considerable number of questions and reactions from EAA members and other aviators.

The proposal, introduced jointly by both organizations on September 24 during AOPA Summit, is still being finalized and will be formally submitted to the FAA in early 2012. The exemption process would include a required online aeromedical education component that EAA and AOPA believe would enhance aviation safety and knowledge of aviation medical factors.

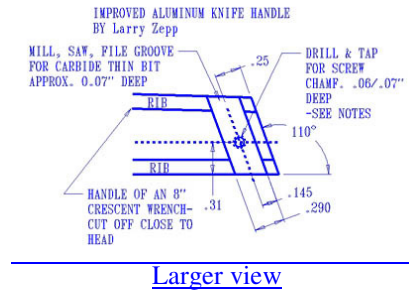
Many of the questions involved the limits on aircraft horsepower, passengers allowed, daytime/VFR operations, and other details announced during the September 24 presentation. Some of the most prevalent questions will be answered in the coming weeks through e-Hotline, Sport Aviation, and other EAA communications.

“The success of medical self-certification in aviation allowed EAA and AOPA to explore a way of expanding use of the process to allow its wider use and even enhance aviation safety,” said Sean Elliott, EAA’s vice president of industry and regulatory affairs. “We know that there will be many questions and suggestions from aviators in the coming weeks regarding the proposal’s details and background of particular elements within it. We will continue to update everyone on this effort, especially as we prepare for formal application to the FAA next year.”

Reprinted from EAA Hotline

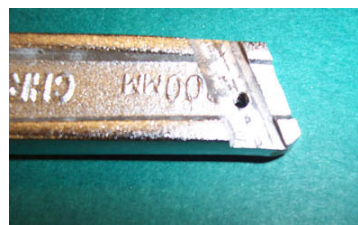
Making Your Own Aluminum Cutter

1. Purchase an inexpensive 8-inch crescent wrench, or retire one from your toolbox. Cut off at the narrowest point close to the head at a 110-degree angle, as measured from the bottom of the wrench.
2. Order the carbide grooving insert (blade) from MSC Industrial Supply (www.MSCdirect.com). For right-handers, order one item number 78677408, 0.019-inch-wide carbide grooving insert, right hand. For left-handers, order one item number 78677507, 0.019-inch-wide carbide grooving insert, left hand. These cost \$18.42 each. If you have access to a 4-40 US tap, you can make your own hold-down screw using a 4-40 x 1/4-inch or 3/8-inch-long socket head cap screw (SHCS). If not, order one metric hold-down screw (item number 78685997, \$3.37 each) and one M3 x 0.5-millimeter tap (item number 04991204, \$5.91 each).
3. Follow the drawing shown below for a right-hand aluminum knife with the carbide cutter blade mounted on the right side of the handle. For the left-hand version, make the groove holding the blade on the other side and use the left-hand insert.



Larger view

4. Locate the hole position with a center punch. If you’re using a 4-40 SHCS, use a 3/32-inch or number 43 tap drill. You can use a 40 tap drill for the M3 metric screw. Drill and tap, then chamfer the thread 0.06/0.07 inch deep for clearance and deburr. Locate the blade at 110 degrees from the bottom of the handle with the screw, then hand tight. Mark the clearance groove for the 0.278-inch-wide carbide blade with a fine-point Sharpie or measure 0.145 inch on either side of the hole’s centerline and scribe.
5. Mill, grind, or file the groove in the handle to support the width of the blade, approximately 0.070 inch deep or deep enough to slot the handle’s ribs and clean up (flatten) the surface between them. Test-fit the blade using the screw. If the carbide blade doesn’t have a flat shoulder to support it, then file, grind, or remachine the groove to fit.



6. If you’re making your hold-down screw using a 4-40 SHCS, use a short piece of 3/16-inch rod to make a holder for filing or grinding the chamfer. Tap the rod center with a 4-40 thread. Thread the 4-40 SHCS into the rod and chuck the rod in a drill press or cordless drill. Use a file or grinding stone to make a 90-degree chamfer in the head of the screw to match the blade chamfer.
7. If you’re using the metric hold-down screw, it’s tightened with a T8 Torx bit.
8. Mount the blade in the handle and tighten the screw. If the blade isn’t clamped tight, the thread chamfer isn’t deep enough or the groove surface isn’t flat. With the blade held tight, this improved aluminum knife will make a clean-cut chip of 0.005 to 0.010 inch thick per stroke. If the first cutting edge gets dull or chipped, loosen the screw and rotate the other cutter into position. Because carbide is brittle, be careful not to twist or side-load the cutter. To make a cushioned grip, cut a 4½-inch-long piece of 3/4-inch ID rubber hose and slip onto the handle. The tool costs \$28 to \$37 to make, and it saves a lot of time building your plane.

Joint Popular Rotorcraft Association/Powrachute Extravaganza Fly-In Successful

By Dan Burrell, EAA 850483, for Light Plane World

Two influential individuals from two completely different branches of sport aviation cooperated to organize and support a new kind of fly-in that reflects a trend toward more variety at fly-ins and air shows. Rotorcraft and powered parachutes are about as different in their operations and requirements as it can get, and yet they fly together, share the same facilities, and support each other at this joint fly-in. It is their differences that help make it possible.

The joint fly-in held August 2-6, 2011, at the Mentone (Indiana) Airport was very successful with lots of flying and a good turnout considering the threat of passing showers. A powered parachute pilot was heard to say that flying right after a rain shower was a great time to fly. It's difficult to get a firm number on attendance because not all pilots register and some stay only a short time. A fair estimate is about 50 to 60 rotorcraft were there including projects and static displays, along with around 40 powered parachutes, a dozen or more fixed-wings, and a few trikes.

PRA President Scott Lewis said he initiated the joint fly-in idea because he wanted to expand the annual event and interest more people in flying rotorcraft. They tried having powered parachutes at the fly-in last year and it was so successful he wanted to make it formal. Scott's partner in the effort was Jeff Williams of the Powrachute Corporation. His company has a history of supporting powered parachute fly-ins with a long-sponsored event, the Powrachute Extravaganza, which has been held in various locations around the country including Texas, Kansas, and Wisconsin. Scott said it started with a simple phone call and that Jeff agreed to the joint fly-in before the call was over.

Scott said the combination of gyroplanes and powered parachutes has worked out very well. The gyroplanes have maximum maneuverability (and minimal profile) while the powered parachutes are big and slow. The rotorcraft flew on one side of the paved runway and the powered parachutes flew on the other side. The powered parachutes had their own dedicated sod takeoff area so simultaneous operations of both types were possible. Jeff Williams said everyone flew for nearly three hours Friday evening and there were no problems whatsoever.

The Powrachute Extravaganza has traditionally featured a raffle for a new powered parachute and this year was no exception. For \$20 dollars you could buy a good chance of winning a new single-seat FAR103 Powrachute Sky Rascal. Powrachute demonstrated its 100-hp Rotax 912 Airwolf LSA and the Rotax 582-powered Pegasus powered parachutes in the showcase flights. Its sister company Soaring Concept Aerospace, also based in Hastings, Michigan, displayed gyroplanes from the German manufacturer Autogyro, including the new side-by-side Cavalon.

Next year will be the 50th anniversary of the Popular Rotorcraft Association and the annual fly-in is promised to be quite a special event. More information about PRA and its activities is available online at www.PRA.org or by calling 574-353-7227.

Fred Litty (Continued from page 1)

(Zwickl) Litty. He graduated from Niles High School, and lived here all of his life. He was a veteran of World War II, serving in the United States Army Air Corps, and had a long career with Tyler Refrigeration as a truck driver and pilot. Fred had a great interest in aviation, holding a pilot's license for more than 50 years. He was based at the Jerry Tyler Memorial Airport in Niles, where he served in many capacities, from maintenance to successfully writing grants for the airport, and was a member of the Experimental Aircraft Association Chapter 865. He has also served on the city airport board since 1992. The City of Niles honored his efforts by naming the airport's terminal and offices the Fred Litty Administration Building. The State of Michigan recognized his efforts in aviation by a proclamation signed by Gov. John Engler.

Fred also volunteered at the South Bend Airport's military memorial park.

He was an avid reader, especially of any material related to aeronautics.

On Jan. 4, 1944 in Lake Wales, Fla., he married the former Frances L. Brooks, who preceded him in death on July 24, 1991.

He was also preceded in death by his brothers, August, Joon, Joseph, Michael and Herman; and sisters, Martha Leichtman, Rose Martinsen, Mary Schrader, Ann Montz, Josephine Quick, Virginia Mann and Victoria Litty. Surviving family includes two sons, Gerald Litty and Rodger Litty, both of Niles; grandchildren, Bryan Litty and Karla Dennis; great-grandchildren Dalton Litty, Chelsy Litty Jessica Dennis and Nathan Dennis; and many nieces and nephews.

Contributions in memory of Fred may be made to the Jerry Tyler Memorial Airport.



PRA President Scott Lewis (left) and Jeff Williams (right), president of the Powrachute

Dick Degraw's Gyrhino one-of-a-kind hybrid gyroplane has collective pitch like a helicopter and lifts off vertically like a helicopter before transitioning to autorotation flight.

Credit: Tim O'Connor



Pilots Progress
P.O. Box 444
Niles, MI 49120-0444



Calendar of Events

Oct. 16, EAA 585 Chili Hop[Fly-In, Watervliet MI



Breitling Fleet Formation

Breitling showed off several planes from its spectacular fleet this week in a formation flight above Lake Lucerne, Switzerland. Nigel Lamb in the MX2 flies point, followed by the seven Breitling Jet Team L-39C Albatros jets, the Super Connie, two Boeing Stearmans with wing-walkers, and four Pitts Special S2As of the Breitling Angels. Photo by Katsuhiko

Pilots Progress is published each month by Experimental Aircraft Association Chapter 865, Inc., located in Niles MI. The contents are for the use, education and enjoyment of the chapter. No claim is made for the accuracy of materials presented. Editorial content is the opinion of the contributor and does not necessarily reflect the position of Chapter 865 or the EAA. Members are encouraged to submit articles for publication. Other EAA Chapters may use articles for publication, as long as credit is given. Meetings are held at our Chapter Hangar, east side of the airport on Lake St., Niles MI, unless otherwise stated in the newsletter.

PRES.: Chad Strauss (269-876-3456)

VICE-PRES.: Bill Baird (574-674-2313)

TRES.: Ivan Truyaert (574-273-0923)

SEC.: Bob Baird (574-339-9991)

NEWSLETTER: Ralph Ballard

Submit Articles to: P.O. Box 444, Niles MI 49120

269-684-0972 - E-Mail: raphyboi02@sbcglobal.net

Board of Directors:

All Officers and:

Jon Ritter-574-273-4291

Gerry Wieringa-269-683-7718

William Joy-574-272-5408