

THE FLYER

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Chapter Meetings are held the first Wednesday of each month at the Sport Aviation Center, 3600 Wildwood Ave., Jackson, MI 49202-1811 unless otherwise published....Everyone is welcome, bring a friend and we'll do our best to welcome them.

This month's meeting will be Wednesday, March 4 at 7:30 PM. The Board will typically meet one hour earlier. You are welcome to attend and listen.

Officers:		
President:	Earl Scott	(517) 783-3988
Vice Pres:	John Eiler	(517) 784-6242
Treasurer:	Chuck Furgason	(517) 783-1066
Secretary:	Stephen Matthews	(517) 789-8798
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	Daniel Stanton	(517) 764-3489
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Counselors:		
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	Joe Phelan	(517) 783-5040
Web Master:		
	Jim Buist	(517) 930-2265

This Month's Contents: 1) Board Meeting Summary, 2) General Chapter News, 3) Pacer News, 4) Meeting Notes & Speaker, 5) Contributing Writers/Events

1) Board Meeting Notes:

We accepted the Treasurer's report - checking and savings are in excellent shape. The board postponed sign discussions and hanger rent changes until Earl Scott recovered from the flu. The meeting adjourned.

2) General Chapter News:

Kathy Stanton enthusiastically described the Pilots-N-Paws program at our February meeting. Very interesting and rewarding animal rescue transport activity for pilots. Go to: <http://www.pilotsnpaws.org> to learn more. The last page of this newsletter is the organization's brochure.

Fay Bolender is coordinating a white elephant sale called "Planes Parts Flea Market" on Friday and Saturday, June 5 & 6, concurrent with the *Blues Festival*. No clothing please. Old instruments, tools, parts of all kinds, etc. As usual, we will need volunteers to staff the event and as many tents as we can get gratis. The proceeds will be used to design and apply the pilot and crew chief names to the T-33, a worthy cause indeed.

For the latest news, please check the chapter website and contribute in any way you can, by adding information to our Latest News page. If you have any questions or have any trouble signing in to use that part of the site, call Jim or email him at jimbuist@yahoo.com.

3) Pacer Project News:

We have finished sanding the Pacer and we'll be spraying the final silver coat shortly. Next we'll bring in the fuselage and begin cleaning, sanding and more painting. Usually someone will be at the Sport Aviation Center on weekend mornings and often into the afternoon. Call or email John Eiler @ (517) 784-6242 to determine Thursday working times.

4) Meeting Notes & Speaker:

Our March meeting will be devoted to an aviation safety seminar titled "I don't need to follow no stinkin' traffic pattern". This discussion will be led by Randy Collier of the Michigan DOT and a D.P.E along with Dave Flynn, ATC manager.

5) Contributing Writers/Events:

Do you know of any Fly-Ins coming up later this year? Please email any available information, including flyers or website addresses, to Jim Buist or any officer so we can add these to our on-line calendar and the newsletter. Or, you may also call Steve Matthews with the info if you are not internet active. We will post any information we receive onto the site as soon as possible. Thanks to everyone.

Special announcement from the Marion, IN Fly/In Cruise/In: Arrangements have been made to bring back "Yankee Lady", a very historical **B-17G Bomber**, to the 19th Annual Fly/In Cruise/In at Marion, IN. We had this airplane visit us in 2001 and it was very popular. A very expensive undertaking to be able to bring the plane in, the B-17G will also be taking rides this year. The rides will take place on Saturday Morning September 5th, 2009. If you are interested in taking advantage of this very rare opportunity of flying on "Yankee Lady", please contact the event coordinators. By taking a ride on "Yankee Lady" you help preserve this B-17G & help us bring it to Marion, Indiana for our event. We must book 10 passengers in advance to be able to see this airplane fly during our event.

For more information, please contact Ray Johnson at rayjohnson@indy.rr.com or go to www.FlyInCruiseIn.com. A video is available at <http://www.youtube.com/watch?v=qP-yDvIscrg>.

RV 6 Snow Skis.....by Kenneth Shuman

My experiences with snow skis on my RV 6 began with Michigan's long winters. I live on a private airpark with a turf runway that we don't plow in the winter. There is a long period of either too soft grass or too deep snow between the end of fall and the middle of spring when we can't use the runway. So I thought I would make some skis for the plane. It would help keep both the engine and me from getting rusty.

I bought a couple sheets of 1/2" finish grade nine-ply birch plywood and sawed them up into 9" by 65" pieces. I then made curf cuts across the front and rear ends so I would be able to curve them. Two of these epoxied together made a 1" thick ski plus two more 1/2" pieces epoxied near the middle for bolting the steel mounting angles to finished the ski. I also epoxied carbon graphite to the bottom and fiberglass to the top of the skis to strengthen the curf cuts. I copied the cabling and shock cord arrangement from some Federal skis. I bolted a steel plate on the outside of the lower longeron of the RV6 fuselage just aft of the firewall for cable and shock cord attachment. Two of my airpark neighbors came over to assist in getting the plane out of my hanger. Dolly wheels allowed pushing it out with help. The dolly wheel assembly consisted of short axles upon which the aircraft wheels were placed. The other end of the axle was then inserted into holes in the ski mount after jacking the plane up. They were removed after reaching the snow outside the hanger.

I did a normal engine warm up and then attempted to taxi. I found that full power was needed to slow taxi. The skis were plowing through the 10" deep snow without coming up on top. I circled around and back to my hanger for my friends to look over the skis and cabling. Everything looked OK so I said I would try again for more speed, as I noticed the speed would increase as I went through areas of shallower snow. During the second attempt while keeping the tail up out of the snow to reduce drag I encountered a deeper area of snow which caused the skis to try to stop resulting in the fuselage tipping nose down and the prop hitting the ground. Scratch one wood prop!

After thinking over the situation I believe that the relatively short fuselage of the RV6 didn't allow much leverage to keep the nose up during the slow taxiing through the deep snow while I was already holding quite a bit of forward stick trying to keep the tail up. Deep snow areas could also cause similar problems on landing. I decided that my RV6 isn't suited for snow skis and will be waiting for spring flying weather.

PILOTS

**HELP NEEDED TO TRANSPORT
ANIMALS TO SAFETY!**

PILOTS-N-PAWS



For more information, please visit: <http://www.pilotsnpaws.org>

Most animal rescue transports are ground transportation relays. The relays often involve multiple legs with several drivers and can require the animals to be transferred from car to car as often as 8 to 12 times per day! These relays are difficult to coordinate and are an inefficient way to move animals long distances. Quite often animals that can otherwise be saved are lost because it was not possible to set up the transport in time.

Some animals need medical care or are just not suited to the stress of a ground transport, and that is where there is a great need for pilots willing to do a transport. A plane can efficiently cover what would be a 12 hour relay in as little as 2-1/2 to 3 hours. To arrange a general aviation transport, the coordinator only has to have a single pilot volunteer, rather than trying to arrange for 8 or more drivers, all of whom have to be at a specific spot at a specific time.

Pilots, please help. Your plane costs money to fly, and we know that. When we have a need for an air transport, it will be a serious and important need.