



THE FLYER



Mid July 2009 – Pre-Oshkosh Edition

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This month's contents

Page 2

- July 2009 Board Meeting Summary
- July 2009 Chapter Meeting Notes
- President's Remarks
- Pacer Project Progress

Page 3

- General Chapter News

Page 6

- Airport News
- General Announcements

Page 7

- Flying Destinations

Page 8

- Safety Item
- Upcoming Events

The editor thanks George Race, Earl Scott, Chuck Furgason, Tom McInerny, and Ray Johnson for their contributions of information to this month's newsletter.

Chapter Meetings are held the first Wednesday of each month at the Sport Aviation Center unless otherwise published. Everyone is welcome. Bring a friend and we'll do our best to welcome them.

Our next regular, chapter meeting will be a hot dog potluck on Wednesday, August 5 at 6:00 PM. Please note the change in time for this next meeting. The Board of Directors will not have a meeting that day.

Officers:

President:	Earl Scott	(517) 783-3988
Vice Pres:	John Eiler	(517) 474-4878
Treasurer:	Chuck Furgason	(517) 783-1066
Secretary:	Stephen Matthews	(517) 789-8798

Board Members:

Steven Wellman	(517) 782-7261
Daniel Stanton	(517) 764-3489
Charles Moore	(517) 787-3364

Appointees:

Tech Counselor:	Jay Cavender	(517) 581-0995
Tech Counselor:	Joe Phelan	(517) 783-5040
Web Master:	Jim Buist	(517) 930-2265

Got a news item to share? Please call Jim Buist at (517) 930-2265 with the information. Or, better yet, send an email to Jim at jimbuist@yahoo.com

Board Meeting Summary

July's board meeting was canceled.

Chapter Meeting Summary

July's general membership meeting was a little light on subject matter. However, some good things came up.

- Discussion was had regarding the annual Pancake Breakfast Fly-In and how we might improve that next year. Some ideas included:
 - Adding Eggs to the menu
 - Picking a different date than the Coldwater fly in
 - Having a "Gift Pack" for pilots
 - Adding a special Pilot seating area

If you have any other suggestions to add, please pass them on to the leadership.

- The International Aerobatic Club (IAC) contest, the "Michigan Aerobatic Challenge" is the weekend of July 11 – 12. As in past years, our chapter will be serving lunch for the group, so volunteers are needed to prepare and serve the food. Additionally, volunteers are needed as judging assistants. (*Note: this event will have past by the time you read this.*)
- A nominating committee, for the upcoming election of chapter President and Secretary, was partially picked. George Race and Bill Meadowcroft volunteered during the meeting. Jack Snyder was later picked as the third member of the committee.

President's Remarks

Several of our members are planning their annual trip to Oshkosh and I wish them a fun and safe trip. It is a good time to look up old friends at the convention. As usual, our August meeting will be an informal potluck with hot dogs and other good things at the hangar. It is a good time to talk about all the interesting things that our members saw at Oshkosh. Enjoy - Earl

Pacer Project Progress

Earl Scott tells us that the Pacer Project is coming along. During the week of July 13, we have a welder coming in to finish some welding on the fuselage. Then we will paint the fuselage and have it ready for assembly prior to covering. Once that is done, a work schedule will again be set up. For more information, please contact Earl at 783-3988, John Eiler at (517) 474-4878, or just stop by the chapter building most any morning, as Earl is usually there.

General Chapter News

For the latest news, please check the "Latest News" page on our chapter website and contribute in any way you can. If you need any help with that part of the site, call Jim Buist or email him at jimbuist@yahoo.com.

- **Our next regular chapter meeting will be on Wednesday, August 5, 2009.** As is tradition, this "post-Oshkosh" meeting will be a picnic of sorts, this year being a "Hot Dog Potluck". We will start at 6:00 PM, earlier than our regular meeting start time.
- **Mike Moore had hoped to get a Young Eagles event pulled together during the Jackson Hot Air Jubilee.** Mike worked hard on this, advertising via emails, a presentation at the last chapter meeting, and notices on our website and last newsletter. However, there was not enough positive interest, so the event was canceled.

As you probably know, Young Eagles is a worthwhile activity that EAA national actively promotes in order to promote aviation in general. While such an event can, in theory, be put together in a relatively short time, volunteers are needed right at the beginning of the planning process and that just didn't happen this time.

Keeping GA alive requires getting new people interested and involved, and the Young Eagles program can do just that, both with young people and the parents or grand parents who bring them to the activity. The next time one of these events is advertised, how about volunteering to help in whatever way you can?

- **George Race recently invested in a "Computer Numerical Controlled" (CNC) Milling Machine.** Now that it is up and running, George is making and selling parts for experimental, homebuilt airplanes. He did a little "Q & A" with the editor and his abbreviated responses follow.

What is a CNC machine? *"In simple terms, it is any Machine that is completely controlled by Computer Software, but is most often a machine for making other machines or machine parts with minimum oversight by a human."*

What got you interested in investing in this equipment? *"After I finished building my airplane, I started thinking about things that I could have made better. When building a Zenith Airplane, there are a lot of areas where it would be nice to buy a piece or part, rather than hand cut and fit it, especially if you want uniformity in what you are building, like with Wing Access Panels. After talking about these possibilities with quite a few other Zenith builders, it became clear that there was a market waiting to be served. To do it properly, it would be necessary to have a small CNC Mill and the various software tools to start building parts from ideas or concepts."*

Why did you pick the particular equipment/software you use? *"At first, I was thinking of building a CNC mill from scratch, and there is a big group of hobbyists out there that support that kind of effort. After a lot of investigation I decided that if I was going to make a quality product, with good reproducibility, I was going to need a commercially built mill to meet my needs."*

You also need a computer program that will allow you to move the "Gantry" down the X Axis, across the Y Axis, and raise and lower the cutter bit. My setup will allow me to "step" as little as .0001 inches in all three dimensions. The program I chose has a graphic interface that shows you exactly what the mill will be doing with any particular set of commands."

Is this equipment something a homebuilder should consider purchasing for his/her own workshop? *“As the overall cost of setting up my system, including software, was about \$4,000, I don't think this is the route that a lot would be taking, even if building a couple of airplanes.”*

Besides the specified items on your website, do you offer any “custom” parts or work? *“I would consider making most anything that would fit on my table. It would depend completely on what the overall design time would be, as well as the type of milling that needed to be done. To do a single part, of much complexity probably would not be cost effective but I would be willing to quote a price for doing the work.”*

What is the largest size part you can manufacture? *“I can do work up to 25” X 14” and at the moment I am working on parts of 1/4 inch or less in thickness. The mill is capable of doing full 3D milling and I am slowly learning how to use the various pieces of software to make such parts.”* (Editor's note: George later clarified that while he is limited in material height to 17”, he can actually work with material much longer than 25” and could, in theory, work with a fairly unlimited length.)

How quickly can you fabricate a customer's parts and get them shipped out? *“Anything on my web site is either waiting to ship or can be on the way in 1 day, if I have to make it.”*

Why should someone buy a part from you vs either buying another commercially available part or making it themselves? *“The parts I am making are just not out there to be bought for the price and quality I can provide. A lot of builders do make all of their parts, but there are also a lot who will pay for the kind of parts that I am producing in order to save some of the time and effort necessary to build from scratch.”*

To see more of George's work and parts available, check out his website at www.MyKitAirplane.com. You may also call him at (517) 812-7590 for more information and to get quotes on anything special you may need.

This aircraft data plate (at right) is an example of one of George's stock parts that is available for customization and sale.



- **Steve Matthews has resigned from the duties of Newsletter Editor.** Steve has become increasingly busy at work and has some new planned adventures ahead of him, including a move to WI in a few years, after his retirement from Consumers Energy. One of Steve's kids lives there and Steve and his wife recently purchased a home near them, so they could retire close to family.

With all of that going on, Steve's excess time has shrunk to the point where he no longer can commit as much to the chapter. Along that line, Steve has also announced his intention to step down as chapter Secretary at the end of his term, which is up at the end of the year. Thus, we need volunteers to run for the office of Secretary and are counting on some people to step up to the plate.

- **Along with needing a new Secretary, the office of President is also up for election this fall.** When the Board of Directors modified the bylaws last year, they decided to have the officer position terms last two years, with two officers being elected each year, thus alternating when terms expire while maintaining some continuity in the leadership from year to year. This year, the term for President and Secretary are up. Next year, we will vote for Vice President and Treasurer.

At the last meeting, two of three committee members were chosen to help in the nominating process for the fall elections. A third member later agreed to participate. We thank George Race, Bill Meadowcroft, and Jack Snyder in advance for helping the chapter as committee members. If you have any interest in running for one of the above offices, please contact one of them. And, don't be too surprised if one of them calls you to ask you to run.

- **Our newsletter editing has been turned over to Jim Buist for the time being.** Jim has been helping with the newsletter editing in at least a minor way for the past year and half and more recently has taken on a bigger role. With Steve Matthew's busier schedule, Jim agreed to take over as editor, but he is definitely looking for help. If you have any desire to write stories or be a "news hound" for the chapter, please contact Jim. Your help will be most welcome!
- **Jack Snyder celebrated his 83rd birthday in high style on Saturday, July 11, 2009.** Jack's family surprised him by taking, and joining, him on a flight on the Yankee Air Force B-25, which was in Jackson during the IAC competition. What an awesome gift for a great guy. Happy Belated Birthday, Jack, and many more. (see photo below).



- **Along with the B-25, the Yankee Air Force also flew in their B-17 for the IAC weekend.** Rides were available, for a fee, on each of these great, historic airplanes.
- **For those who have eagerly watched as Earl Scott has worked on his airplane in the chapter workshop, he has made some more progress.** Earl wrote and said, “My wing is pretty much finished and at this time I am trying to pressurize the fuel tanks, which is always a problem, but should be done very soon.”

Airport News

- **The Jackson Hot Air Jubilee (HAJ) is July 17 – 19, 2009.** Be sure to get out there and support this annual event. 39 balloons are registered for the events and there will be a “pyro show with T-6s on Saturday night”. Volunteer opportunities may still be available even though the event is this weekend. If you are interested in helping out at the last minute, please contact Randy Coller at (517) 784-0237.

It seems worth mentioning again what Randy said in our last newsletter: “Many thanks to Pro-Flight this year for being 'headquarters' for the balloon competition.”

- **The IAC competition was held on Saturday and Sunday, July 11 & 12, 2009.** Earl Scott passed along that a total of 22 pilots competed and Saturday turned out to be a good flying day once the clouds dissipated after about 10:30 AM. Earl also said, “We did serve lunch to them today and had a good time. We will do the same Sunday.”

General Announcements

- **Last month, Jim wrote a bit about the Civil Air Patrol (CAP).** On July 12, 2009, a couple of articles appeared about CAP in the general news. To read more about what CAP volunteers do and how they give back to the community, check out these two articles at the following links:

www.9news.com/news/article.aspx?storyid=119334&catid=339

www.sunnewspapers.net/articles/edStory.aspx?articleID=440843

For more information on CAP, go to www.GoCivilAirPatrol.com or contact Mike Connor, a local CAP member, at connor.5@comcast.net or by phone at 900-9013 (home) or 745-3423 (cell).

- **“Yankee Lady”, a very historical B-17G Bomber, will be returning to the the Marion, IN annual Fly/In - Cruise/In this fall.** According to Ray Johnson, Fly/In – Cruise/In coordinator, “We had this airplane visit us in 2001 and it was very popular.”

In order to bring “Yankee Lady” to the event, which is an expensive undertaking, rides on the airplane will be available (for a fee) on Saturday morning, September 5th. As Ray says, “This is a very rare opportunity to be able to do this. If you are interested in flying on “Yankee Lady” please contact us. By taking a ride on “Yankee Lady” you help preserve this B-17G & help us bring it to Marion, Indiana for our event.”

Most importantly is the time factor. Ray finished by telling us, "We must book 10 passengers in advance to be able to see this airplane fly during our event." So, let Ray know of your interest ASAP. For more information, check out the event's website at www.FlyInCruiseIn.com or contact Ray Johnson directly at rayjohnson@indy.rr.com

- **For some more information about "Yankee Lady"**, check out the video on YouTube at www.youtube.com/watch?v=qP-yDvlscrg&feature=channel_page
- **Can't find anything to watch on T.V.?** Check out some of the videos available on the FAA's website. There are numerous seminars, film clips, and interviews, all which relate to aviation safety in some way. For any you find that are particularly good, how about sending the editor an email so he can pass along the information to the rest of the chapter in upcoming newsletters? You can find these videos at www.faaproductstudios.com/

Flying Destinations

- Where our members have been flying and where you might want to go!

Chuck Furgason departed on a 3200 mile, three week trip in his TriPacer at the end of June. The beginning of the trip was for a short wing airplane convention where some 50 airplanes attended. Chuck's slightly edited email to the editor from July 11 follows.

We left Jackson on Monday the 29th. Our first stop was at Niel Armstrong in Ohio for fuel, then on to Knoxville, TN. The flight was one of the smoothest I have had, until we went over the last ridge in the smokes going into Knoxville. Quite bumpy, I'm glad it was only about 20 min. There were 50 short wing planes at the convention and we were there until Fri.

In the morning, we left for Newton, IA. It was a good flight, but we had head winds all the way, though I tried various altitudes. We had one fuel stop at Mount Carmel, IL.

We stayed with friends at Newton and went to the good guys car show. Over 3,500 cars! We left Newton a day earlier than we intended as the weather forecast was not looking good.

We flew from Newton to Tracy, MN for fuel and it was a good flight to that point. We then headed for Garrison, ND and had to fly a little to the east to dodge thunder storms, but we made it in OK. I tried to get a hangar for the night because of the storms heading into the area, but none were available. However, the Plane was OK.

I called flight service in morning and found the weather was MVFR with a 1,700' ceiling but clear 100 miles to the west. We waited an hour and half and decided to leave. We had a good tail wind (about 20 knots) and stayed at 1,000 feet until the ceiling cleared. Our destination was Great Falls, MT and as we approached our way point of Havre, MT, where we were to turn southwest, a nice storm was in our path. Because of that, the mountains, and a military MOA, we decided to stay at Havre. On top of all that, the flight to that point was not enjoyable and I was ready to rest.

The next morning, we left for Great Falls. It was a smooth flight, a relief from the day before. We landed with no problems and were glad we got in when we did as several flights of F16s departed 10 minutes after we were on the ground.

We picked up our rental car and headed for Canada. Deciding to take a trip through Glacier National Park first, we then went on to Canada and have been in Calgary, Banff, and Lake Louise. At present, we are at Emerald Lake and will leave here for Jasper, Canada along the backbone of the Rockies and then to Edmonton.

By the time you read this, Chuck may be close to, or back, home. The editor hopes he will share the rest of his story with us for next month's newsletter.

Safety Item

The AOPA Air Safety Foundation has all sorts of great educational material. Live seminars are put on throughout the country, all free of charge (but donations are welcome). They also have some terrific material on-line, both in text and video formats.

A new video they just announced is a "PSA" on continued VFR flight in IMC called "Flying Blind". It is a short and sweet video and well worth your 1 minute or so to watch. To check it out click the link below, then click the "play" button on the web page:

http://www.aopa.org/asf/psa/flyingblind.html?WT.mc_id=090710epilot&WT.mc_sect=sap

While you are on their website, be sure to check out the many, many other short seminars and courses. It seems there is something to be learned in each of them and the editor has personally found them very worthwhile.

Here's to hoping you stay safe and have fun flying!

Upcoming Events

Do you know of any aviation events that you would recommend to our members? Please pass on any information you have to Jim Buist so he can add them to our on-line calendar and the newsletter.

- As mentioned last month, there are almost too many sources for learning about Fly-Ins. Thus, it seems more appropriate to post on our website and here, in the newsletter, only those events that are particularly noteworthy, different, or (most importantly) **recommended by our members**. Since the last edition, nothing new has come in, so the list is getting shorter. Please share with the editor any aviation events you think other members may be interested in and they will be posted. Thank you in advance.
- July 17 – 19, 2009: Jackson Hot Air Jubilee (HAJ). For more info, go to: www.hotairjubilee.com/
- July 27 – August 2: EAA AirVenture Oshkosh; www.AirVenture.org

- Wednesday, August 5, 2009, 6:00 PM: Monthly EAA Chapter 304 Meeting – Hot Dog potluck. Feel free to bring a dish to pass.
- Saturday, September 5, 2009: 19th annual Fly/In Cruise/In & Pancake Breakfast at Marion, IN Municipal Airport from 7 AM – 2 PM. More information is available at www.flyincruisein.com. A copy of their flyer is on our chapter website on the “Newsletter” page at www.eaa304.com/newsletter
- September 12-13: Mid-Eastern Regional Fly-In, Grimes Field Airport (I74), Urbana OH. For more information see www.merfi-urbana.webs.com/
- September 26: Wood, Fabric and Tailwheels fly-in, Lee Bottom Field, (64I) Hanover IN. For more information go to: www.leebottom.com. Lee Bottom also sponsors “Sinful Sundays” the second Sunday of June, July, & August. See their website for more info.