



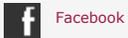
HANGAR TALK
December 2013

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Chapter Holiday Banquet

We're having a Holiday Banquet in December instead of our monthly meeting. Please come join us at Harvey Field Event Hangar 15 this Saturday, December 14th, beginning at 4:30.

There will be a social from 4:30 to 5:00 followed by a Potluck Dinner at 5:00.

Events include:

- Aviation Bingo (with prizes!)
- Election Announcements
- Annual Recognition Awards
- Gift Exchange:
 - Guys -- White elephant
 - Gals -- Ornaments

Hope to see all of you there!

November 12, 2013 Meeting Minutes

The meeting was called to order at 7:00 PM.

Guests were Jack Roberts, owner of an Aeronca Super Chief; Steve Johnson, who is building a BD-5; Ben Johnson, who owns a Piper Pacer; Harold McLure, who offered to help with members' projects; and Ted Ren, who donated his Coot project to chapter.

Treasurer Report: \$9368.95 in bank, and \$752.20 in petty cash.

There was a Young Eagles event November 9th. Dan Thomas, Dave Weber and Jim McGauhey flew five Young Eagles.

Ballots were mailed to members for 2013 election of officers. Be sure to mail in as soon as possible.

guys.

Member Arnold Ebnetter was inducted into the Wisconsin Aviation Hall of Fame. He has set several world records in his own design, the Ebnetter E 1 airplane.

Our speaker was member Bob McDonald, who designed the McDonald S-21. It is a VW powered, single-seat airplane. Bob is an aeronautical engineer and has worked for numerous aircraft companies including Gulfstream.

Instead of a burger burn before winter meetings, we will have a soup feed starting at 5:30 PM. The first one tonight was very successful.

The next meeting will be on January 14, 2014.

The meeting was closed at 9:30 PM

Blast to the Past: Homebuilding in the Early 1960s

The EAA held its first annual fly-in in August 1953 in Milwaukee, and it was a roaring success – twenty-one pilots brought airplanes, with one making the long trek from Florida. The airplanes included a hodgepodge of eclectic flying machines -- homebuilders tended to disdain conventional craft. Piper Cubs were okay, as long as the owners had modified them in some way, perhaps by shortening the wings, but sleek, expensive Bonanzas dared not show their faces. Instead, the tiny fly-in fleet included a WWI trainer; a 1918 Curtiss Jenny; an eye-popping 450-horsepower Stearman owned by International Aerobatic Champion Marion Cole; a Heath Parasol; a Flying Carpet racer owned by Steve Wittman; and two ships christened Poopdeck I and Poopdeck II – apparently an inside joke related to Paul Poberezny, the grand wizard of EAA.

The organization was still going strong in 1960, and members were building enough airplanes to register complaints about the lack of available landing gears, tubing, engines, wheels, propeller, spars, and other assorted gizmos and gadgets required to complete a flying object. The monthly newsletter, now dubbed "Sport Aviation," contained more than 30 pages of homebuilding topics, such as articles on how to select building materials, construction tips ("how to get smooth cuts in wood") and design debates such as "straight or curved lower longerons?" (Answer: It depends – curved for wood because it's easy to bend, but straight for steel tubing).

The fly-in, now dubbed the "National Fly-In" had moved to Rockford, Illinois. Dozens of homebuilts arrived and the event set a record with about 1,500 of the 7,000 members attending – one attendee came all the way from Bombay, India, apparently prompting a name change to the "International Fly-In" in 1961. Excitement ran high for the 1960 get-together – the entrants of a design competition announced in 1957 were to demonstrate their craft for judging during the event.

EAA leadership had put together the design competition to spur innovation in amateur-built aircraft. In the 1950s, the best airframe still available to homebuilders was the old, tired Pietenpol "Air Camper" design that had been around since 1928 – ancient by airplane standards. In addition to a pedestrian top speed of 86 mph, the Pietenpol required proficiency in both woodworking and welding, skills that were eroding in the general population as farmers moved to cities. Worst of all, the airplane carried only one person, and most homebuilders realized that their family unit would be more supportive of hundreds or thousands of hours building an airplane in the dining room or garage if the airplane held two people.

Enter the design competition. The rules were simple – build a one- or two-place airplane that was easy to build, easy to fly, and easy on the pocketbook. The last requirement was to be partially achieved by an aircraft that could be stored in a garage and towed behind a car to the airport, thus eliminating costly hangar or tie-down fees. The airplanes had to have flown at least fifty hours before they arrived in Rockford for judging to be eligible.

Initial interest in the contest was promising – by December 1959, twenty-four designers had signed up, including one from France. But despite all the hype and airplanes at the 1960 fly-in with names like the Mighty Mong, the Flying Flea and the Termite, there was nothing for the design competition – only two entries arrived in Rockford, and neither of those had flown the required fifty hours.

The judges bravely pressed forward, determined to learn something despite the poor showing, and found that the designers had spent more time building than documenting their airplanes – plans and construction manuals were woefully inadequate. As the judges pointed out, what was the point in having a nice airplane if no one else could build it? The judges declared the contest null and void. Competition director Bob Whittier reported that a wide variety of problems had overcome the designers -- lack of time, far-out designs, lack of engineering data, unorthodox designs.

Whittier and his fellow EAAers weren't discouraged – recognizing the difficulty in aeronautical advancements, they delayed the competition judging for two more years. This time, they weren't disappointed. Six entries showed up, and Pete Bowers of Seattle took first place for his all-wood "Fly Baby."

Calendar

December 14/4:30 pm -- Chapter Holiday Banquet

January 14, 2014/7:00 pm -- General Member Meeting

Tip of the Month: Night Flying Currency

Since the days are running short, it's a good time to review the rules for night flying currency.

There are actually several definitions of "night," but for the purpose of carrying passengers, night is defined in FAR 61.57(b) as "the period beginning 1 hour after sunset and 1 hour before sunrise." To act as pilot in command at night while carrying passengers, the pilot must have logged three landings to a full stop at night during the previous 90 days in an aircraft of the same category, class, and type (if a type rating is required).

Notice that the landings must be to a full stop -- touch and goes are not allowed for night currency. The landings must also be in category and class -- night currency in a multi-engine aircraft won't make you current in a single-engine aircraft. However, night currency in an RV-6 makes you night current for a Cessna 172.

Keep in mind that there are also equipment requirements for night flight. In particular, position lights must be operated during the period from sunset to sunrise. If you're flying during the late afternoon and planning to land after sunset, it's a good idea to get those position lights on about 30 minutes prior to sunset so you don't forget them.

And don't forget your flashlight!

Chapter 84 Contact Information

President	David Weber	(425) 357-1595	davedubb@yahoo.com
Vice President	Ken Reyburn	(360) 794-6148	kennyreyburn@aol.com
Secretary	Jim Burke	(425) 346-6509	mrburkesir@comcast.net
Treasurer	Nick Gentry	(425) 355-9143	richardbgentry@comcast.net
Newsletter Editor	Eileen Bjorkman	(425) 257-1232	n86585@aol.com
Hangar Manager	Tracy Hatch	(206) 321-3041	tracyh@northern-lights.com
Webmaster	Jeff Bongard	(425) 327-6365	j.bongard@comcast.net
Librarian	Gordon Kranick		
Technical Counselor	Mike Henderson	(425) 672-4257	flyingmikeh@comcast.net
Technical Counselor	Wayne Stafford	(425) 256-2435	wstafford6242@yahoo.com
Technical Counselor	Jeff Bongard	(425) 327-6365	j.bongard@comcast.net
Young Eagles Coordinator	Dan Thomas	(425) 337-5908	rv6dan@yahoo.com

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