



EAA Chapter 827
August 2008

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Presidents Column

This is the 5th straight day in the Illinois - Wisconsin - Iowa area with blue sky and white puffy clouds, temperature about 75 and humidity in the low 50's. Sorry guys, I just couldn't resist that weather report because I know what has been going on back home.

Do you suppose it will be better this weekend? I wish I could send some of this weather over there. A good turnout of our members is essential to spread the work out and raise some badly needed funds for the Chapter. I wish I could be there to help.

Dan Coffey has been doing some great work preparing to set up the Chapter website and get back on line for the first time in a few years. Thanks, Dan.

Even if the weather isn't all that great there will be a lot of folks driving in so it is important for everyone to show up to help if you possibly can.

Jim Corliss.

Monthly Chapter Meeting Dates, Times and Locations:

Chapter Meeting - This month's meeting will be on Saturday the 19th at 9:00am at the Cub Café.

Wagabond Builder's Group - Most Wednesdays nights from 6:00 to approximately 9:30. Call Don Hansen for more info.

Names tags for the memorial plaque have been installed:

The memorial plaque finally has been completed. The names tags have been permanently attached to the base plaque via mechanical fasteners. Although this makes for a more difficult installation, it should result in a stronger and more trouble free installation over the long term.

Fly-In and Flea Market at Millers Field:

Don't forget that this weekend our chapter is responsible for serving the food at the fly-in/flea market at Miller's field both Saturday the 16th and Sunday the 17th. Tim Letourneau is still looking for volunteers to come help out. If possible, contact him using the information below if you haven't already committed to do something. He will be able to tell you when would be the most helpful time to show up based upon our current level of commitment and when the other members have said that they will come out.

Even if you can only spare an hour, that's at least time that could be used to give someone else a little break.

Piper Cub and hangar for Sale:

At the last meeting, Peter Mead announced that he was selling his Piper Cub and hangar/workshop/restaurant at Miller's field. If anyone is interested his contact information (at least the info I have on file) is listed below.

Peter Mead: (207) 234-2175 North Rd, Newburgh, ME 04444

In the News ...

Ohhh sooo quiet!

(from EAA online)

An electric-powered airplane flew over the main air show runway at EAA AirVenture Oshkosh today, and it wowed the crowd with its quietness. Recognizing its uniqueness, onlookers applauded as the airplane made its first pass.

Piloted by Joe Bennis, the ElectraFlyer C made three passes in front of air show center. Randall Fishman, president of the Electric Aircraft Corp., which designed the powerplant, said that the quietness of the engine and absence of vibration are two of the machine's best qualities. Not to mention that you can recharge its 18-hp motor in as little as two hours at a cost of about 75 cents with a 110-volt charger. That's right-75 cents. "That makes the proverbial \$100 hamburger cost ... well, the price of the hamburger plus 75 cents," Fishman quipped.



LYCOMING TO OFFER LSA ENGINE

(From AOPA Online)

Lycoming is entering the light sport aircraft (LSA) arena. At Oshkosh the company unveiled a new fuel-injected engine, derived from a model well known to general aviation. Dubbed the IO-233-LSA, the four-cylinder engine produces 100 hp at 2,400 rpm and has a 2,400-hour TBO. The engine is rooted in the familiar 235-model line, but the company took several steps to save weight with lighter parts. The engine has a dry weight of 200 to 210 pounds and burns 5.25 gph at 75 percent power. It comes standard with dual electronic spark ignition, throttle body fuel injection, and a lightweight starter and alternator. It can run on ethanol-free unleaded fuel. Lycoming expects to bring the engine to market next year under the ASTM (American Society of Testing and Materials) standards that govern the LSA industry. It did not announce a firm price.

SkyCatcher catching on with Cessna visitors

(From AOPA Online)

Oshkosh visitors are breezing right by sleek Citations and rugged Stationairs at the Cessna booth, beating feet to get a look at the first production SkyCatcher light sport airplane. The Model 162 SkyCatcher includes a production interior. Since the launch of the perky LSA last year, Cessna has taken orders for more than 1,000 SkyCatchers and completed three airframes for the program's development.

The 162 prototype and the first production aircraft have accumulated more than 90 hours for ASTM (American Society for Testing and Materials) flight testing, which will be completed later this year. Beyond flight testing, design of the production assembly jigs and tooling by China's Shenyang Aircraft Corporation is progressing rapidly. Deliveries are scheduled to begin in the second half of 2009. At full-rate production, Cessna plans to produce up to 700 SkyCatchers a year.

Priced at \$111,500 in 2007 dollars, the 162 is expected to cruise at speeds up to 118 knots with a maximum range of 470 nautical miles. The aircraft will feature a Garmin G300 avionics system. Information is presented in a single, split-screen primary flight display and multifunction display, or as two full-screen displays with an optional second screen. The aircraft will be capable of day and night VFR operations.

Wagabond Builder's Group

This month saw some additional work done on the stringer attachment points along the top of the fuselage. These strips of spruce are about 5/16th thick and an inch wide. Placed on edge, they will give the fabric something to attach to as it flow over and around the box-like structure of the fuselage. Although not terribly critical for the ultimate functioning of the aircraft, they will have a major impact on how the plane looks after all is said and done.



Above: The top fuselage stringers are spruce strips left over from the Pietenpol project.



Below: The method of attachment (mounting brackets) are pretty much left up to the builder. The fabric will eventually attach to these pieces of wood so the ultimate shape of the plane will be strongly influenced by the installation of these items.