



EAA Chapter 827
December 2010

www.eaa827.org

Editor - Joel Keller
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Presidents Column

We lifted off runway 34 at Millinocket Municipal Airport, made a few passes over the football field where John Bapst and Stearns were engaged in a playoff game, then headed our flight of five back toward Newburgh. Jeff Russell in his Piper PA-11 and Bob Crane in his American Champion Scout (sporting gigantic oversize tires) were up ahead checking out winter landing spots for when we return on skis. Following in Aeroncas were Ed Steltzer in his Chief, and me in my Champ, and passing overhead was Jeremy Williams in his Cessna 172.

It was the last summer-like day of Fall on Saturday, November 13 with a clear sky, practically no wind, sunny 61 degrees, and 100 miles visibility. The lakes were smooth as glass as we lumbered along enjoying the scenery, chatting on 122.75, and enjoying each other's observations and company. It was a perfect day.

It is a privilege to fly, and to experience flight with others. It struck me on that November day that we were doing a "fly-out". But it was pulled together last minute because of the beautiful day that usually cannot be scheduled in advance, and all but one airplane had an empty seat that could have been enjoyed by another aviation enthusiast. Our planned Chapter fly-outs have not taken flight because weather has not cooperated. Maybe we need a method of quicker notification to Chapter members when a last minute opportunity presents itself for a fly-out. Twitter anyone?

It was good to see the strong turnout at the November Chapter meeting with 11 members and 5 guests present. We enjoyed breakfast prepared by Chef Jeff, provided self introductions by all, took care of some Chapter business, conducted raffle drawings for books courtesy of John Miller, then did some hangar flying, profiling our resident test pilot, John.

Hope to see you at the December 18 meeting. Best wishes for the holiday season and a Merry Christmas to all.

Dan

Monthly Chapter Meeting Dates, Times and Locations:

Chapter Meeting - This month's meeting will be at the chapter clubhouse on Saturday the 18th starting at 9:00am.

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

Newsletter Changing Hands

It is hard to believe that I have been the Newsletter editor for nearly 6 years now. I took over from John Ford when he decided to move to Arizona. It has been a wonderful experience. I have a newfound appreciation for what it takes to crank one of these out every month. I am leaving it in the very capable hands of one of our new members John Canders. With his new ideas and approach to how it should look and feel, I'm sure everyone will welcome the changes that will be coming along.

I invite everyone to forward any and all material you feel is worthy of publishing in the newsletter to John starting next month. I'm sure he would welcome the input from all members.

Please join me in giving him any support he might need in the coming weeks and thank him for assuming this difficult role.

Joel Keller - Newsletter Editor (ret.)

Come join our **PRIVATE PILOT GROUND SCHOOL** course!

The University Flying Club is pleased to offer a 14 week program starting on
20 January 2011, from 6:30 to 9 PM

**Class size is limited, so call NOW
to reserve your spot! To register,
call Rick Eason at 581-2242.**

Tuition is only \$120

Books and materials are only \$185!



For more info
422-3015

This course will provide prepare students for the FAA Private Pilot Airplane Written Exam. Students will learn about Federal Aviation Regulations, airplanes and systems, flight controls and instruments, aerodynamics, flight maneuvers, airports, air traffic control, weather theory, airplane performance and navigation, flight planning, human and aeromedical factors and more. Upon successful completion of the course, students will be authorized to take the FAA written exam.

Your Instructor - Michael Lessard, CFI, CFII, MEI

Michael is a Single and Multiengine Commercial Pilot, an FAA Certified Flight Instructor, Instrument Instructor and Multiengine Instructor. This class will be fun and interesting to those who seek a Private Pilots License, or to those who are just interested in learning about airplanes and aviation. Remember, this is a ground school only. In addition to the FAA written exam, applicants for a Private Pilot License must also meet flight training requirements, and pass a flight test in an airplane. Flight instruction is not included in this course, but is available to members of the University Flying Club, and at several other locations in the area.

Feel free to attend a University Flying Club meeting any time. The club meets at 7:00 pm, the second Wednesday of every month in the Memorial Union. Check them out at www.umaine.edu/flyingclub

In the News ...

Electric Waix Achieves First Flight

(from e-Hotline)

A proof-of-concept electric-powered Waix aircraft achieved its first flight December 3 at Wittman Regional Airport in Oshkosh, Wisconsin. Piloted by Sonex Founder John Monnett, N270DC made an intentional short hop on Runway 27 to break ground-effect and analyze in-flight system performance as the next step in testing. The uneventful flight was the culmination of four years of development for the Sonex Aircraft, LLC, E-Flight Initiative

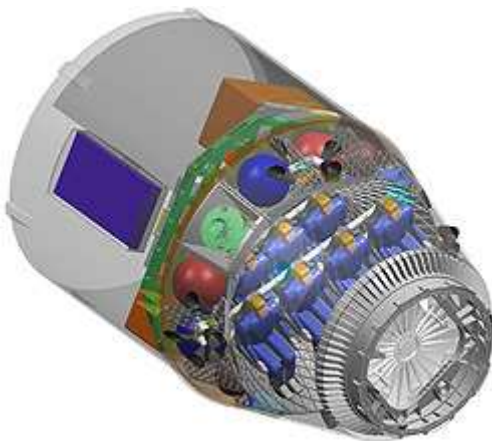
PHOTOS ON PILOT CERTIFICATES ONE STEP CLOSER

(from e-Hotline)

The FAA announced today (November 17) it is proposing that all pilot certificates include photos of the certificate holder. The proposal calls for all new airman certificates and flight instructor certificates to include a photograph. Existing private, recreational, or sport pilot certificate holders would have five years to comply with the new requirement. Existing pilots with a current commercial pilot certificate would have four years to comply, while a pilot with an airline transport pilot rating would have three years to obtain a new certificate with a photo. The new pilot certificate would cost \$22

FAA Issues First Space Vehicle Re-entry Certificate

(from Flying Magazine)



When the Space X Dragon capsule re-enters the Earth's atmosphere after its first (unmanned) flight next week, it will do so with the FAA's blessing. Space Exploration Technologies Corp — known as SpaceX — is the first private entity to receive a license from the agency for its craft to re-enter the atmosphere. Next week's flight will see the launch of the Dragon atop SpaceX's Falcon 9 rocket. The mission is seen as a precursor to later manned commercial missions supporting the International Space Station. SpaceX will cooperate with NASA on those missions.

(Photo Courtesy: SpaceX)

Wagabond Builder's Group

The covering effort has been dealt a setback in recent weeks due to some issues with the wing aileron bay. The problems are caused by the pressure the fabric exerts when it is shrunk. Ribs bend, supporting brackets break and things can generally get out of whack. Since you have no real way to fix any of these things easily once the covering is on, the best course of action in this case was to take the fabric off and start again. Like many things, what takes hours and hours to put on came off in a matter of minutes.



Above: The inside structure of the wing. Additional reinforcements will be added to try and alleviate some of the issues encountered the first time the fabric was applied.