



EAA Chapter 827
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www.eaa827.org

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Presidents Column

(None submitted for this month.)

Monthly Chapter Meeting Dates, Times and Locations:

Chapter Meeting - This month's meeting will be at Millers Field on Saturday the 16th at the usual 9:00am starting time.

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

Jim Corliss in the Hospital:

Jim Corliss has been hospitalized for some unexpected heart issues. The latest information I was able to obtain as of Wednesday is that he has had a couple of blockages repaired and is doing much better. According to Jim McCurdy, he is actually going to try and make it to the chapter meeting on Saturday if he feels up to it. Room 424 and 973-5424 are his room assignment and phone number at the hospital for anyone who would like to visit or call.

On behalf of the entire chapter I would like to extend to him our best wishes and hope for a speedy recovery.

Winter Banquet:

The Winter Banquet has been moved to Saturday, March 6th at the Hampden Snowmobile Club. It will be the same pot-luck format as in years past. This year we will try to once again have a silent auction to help raise money for the chapter. If you have anything at home (aviation related or not) that you could donate to the cause please bring it in. Last years auction raised several hundred dollars.

Hope to see everyone there!

If anyone needs directions or has any questions please contact Alan Tubbs (825-3569) or Joel Keller (951-2887).



Above: A picture of the new TJ-100 engine as installed on the new jet powered Sonnex aptly named the '*SubSonnex*'.

In the News ...

Cessna to Close Plants, Lay Off Workers

(From Flying Magazine)

Cessna will close three subassembly plants in Columbus, Georgia, including its McCauley Propeller factory and a new 100,000-square-foot facility opened in August 2008 at a cost of about \$25 million. The closings will take place within six months to two years and will claim the jobs of some 315 workers in Georgia, whose numbers had already been almost halved by previous layoffs. The work performed in Georgia is slated to move to Wichita and Mexico. At Cessna headquarters in Wichita, the company intends to move some of its subassembly work, which could affect employment for 175 workers there. Cessna didn't say where the work would be moved to.

ICAO Numbers Released

(From Flying Magazine)

Airline passenger traffic typically increases about 5 percent per year, making this year's declines that much more profound. According to numbers released by the International Civil Aviation Organization, international airline travel declined 4 percent this year, while domestic airline travel was down by about 1.8 percent, worldwide. Bucking the trend was the Middle East region, with an overall increase of some 10 percent. Mirroring projections for the general global economy, ICAO predicts a modest rebound next year, with passenger traffic up by an expected 3.3 percent, followed by an increase of 5.5 percent in 2011.

Piper Sold to Asia-based Finance House

(From Flying Magazine)

American Capital has sold its 100% interest in Piper Aircraft to Imprimis, a corporate finance and management company with offices in Bangkok, Singapore and Brunai Darussalam. Piper President James Bass said he is confident the change in ownership is a highly positive development for the airframer. Imprimis has revealed it expects to leverage its ownership in Piper to stimulate general aviation outside North America, specifically in Asia. At the same time, it is expected that Piper will be well supported in its core business here in the United States, with a stated commitment to retaining company headquarters in Vero Beach, Florida. Also, Imprimis has pledged to continue development of the single-engine PiperJet. Imprimis Managing Partner Stephen Berger said, "Imprimis sees this acquisition as a perfect fit as we develop plans for Piper's continued growth in its existing markets and for significant expansion within the Asian markets where much of our focus lies." He also said that Imprimis had been looking for some time to invest in an aviation company. Piper's Bass said, "Imprimis' commitment to grow Piper in both existing and emerging markets comes at a time with we are poised to enter a new era in aviation history."

Loran C Signals to Go Silent Next Month

(From Flying Magazine)

In a move that will save each American taxpayer \$1.38 over the next five years, the U.S. Department of Homeland Security has directed the Coast Guard to discontinue support for Loran C, starting Feb. 8. The USCG notice said, "At that time, the U.S. Loran-C signal will be unusable and permanently discontinued." Though overwhelmingly superseded by GPS, ground-based Loran-C technology has elements that make it attractive as a backup. For example, its signal is much higher-powered and less vulnerable to jamming; and it operates at low frequencies, allowing it to diffract around obstacles. Development of an enhanced Loran version — so called eLoran, was envisioned as one possible backup for GPS. The Aircraft Owners and Pilots Association has protested previous proposals to remove funding for Loran C until another viable backup to GPS is identified. As part of its international agreements, the United States will temporarily continue to participate in Russian-American and Canadian Loran-C chains. But according to the Coast Guard statement, "Continued use of limited resources to operate Loran-C is no longer prudent use of taxpayer funds and is not allowed under the 2010 DHS Appropriations Act." According to AOPA, the cost to retain Loran C over the next five years would have been \$190 million, or about 28 cents per year, for each of 138 million American taxpayers.

Wagabond Builder's Group

Covering continues this month with the completion of the tail surfaces and the ailerons. Nothing drives home the idea of completing everything you can before covering something like trying to fish an electrical wire through a covered component. What would have taken minutes is now a major hassle. Some items can't be done until the covering is in place but for everything else do the covering last.



Top: Some tail surfaces in various stages of completion. Round access holes are used anywhere access to the interior space is needed for inspection or work.



Bottom: An aileron in the initial stages of covering. The fabric is first held in place with Poly-Tack.