



EAA Chapter 827  
July 2009

[www.eaa827.org](http://www.eaa827.org)

Editor - Joel Keller  
(207) 951-2887

## Presidents Column

A small work crew met three Monday evenings during the last month and made a lot of progress on our new meeting space. The stove and refrigerator still need to be moved and the kitchen will be fairly complete. The grill is hooked up and working well.

Our Chapter hangar has been rented on an annual basis to one of our own. Jim McCurdy has paid a year in advance and it will be the home of 386. Jim has requested that the Chapter not use the hangar for storage of any items. He is justifiably concerned about the bird developing a case of hangar rash. Every Chapter member needs to remember that the area should be treated the same as a home or apartment that an individual might rent to a tenant.

Don't forget the Young Eagles event in Patten on August 8. It would be ideal if we had one ground crew member for each aircraft. That person would be responsible for the paperwork only for the youngsters who fly in that particular aircraft, and for escort to and from the flight line. This would make a more accurate accounting of all flights and be safer as well. Please call me if you can go and I'll match up pilots and passengers for the flight to Patten. (234-4300)

This coming Saturday was originally scheduled to be a "flyout" day for the Chapter, but I have heard nothing of any plans to do that. So we will meet as usual at Miller's Field at 9:00 for breakfast. I'm suggesting that those who would like to "flyout" do so to the Norridgegewock airport on Aug. 1. They have a full day of activities planned beginning with a pancake breakfast.

Jim Corliss

### Monthly Chapter Meeting Dates, Times and Locations:

**Chapter Meeting -** This month's meeting will be held at Miller's field on Saturday the 18th at 9:00am. Wasn't sure if it is a workday or not but I'm sure there is stuff that could be done.

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

## **Give Your Aircraft a Good Home Hangar Space for Rent or Lease at Miller's Field**

EAA Chapter 827 offers hangar space for rent at Miller's Field at an affordable price. Effective July 1, 2009 the Chapter's hangar prices are as follows:

\$70 – per month, payable at beginning of the month, or

\$65 – per month, with a 6 month lease, payable in advance, or

\$63 – per month, with a 12 month lease, payable in advance

Contact Treasurer Dan Coffey at 989-7202, or by email at *[coffey18L@roadrunner.com](mailto:coffey18L@roadrunner.com)*

### **Miller's Field Currently Closed to Air Traffic:**

Due to the incredibly wet conditions we've had for the last eon, Miller's Field is currently closed to aircraft and ground vehicles alike. If you plan to come to the chapter meeting on Saturday, please do NOT park on the grass. At this point it is difficult enough to walk on the taxiways with getting your feet wet. A vehicle would probably get stuck within a few feet of the access road or at the very least create some really bad ruts that would need to be filled in.

### **93 Octane Premium ETHANOL FREE Auto Fuel at KOWK - \$2.95 per gallon:**

After the INCREDIBLY good response from our first load of Ethanol Free fuel we have received the second load today. The price is a little higher but we are trying to maintain economical pricing to support Maine Aviation. Several other airports should have some supply soon also. Longer term, we should have a better supply chain but right now we can keep this going by supporting the airports that spend the money to get the fuel.

I hope to see you at the pumps...

Mike Willey  
Central Maine Regional Airport Pilots  
207-314-1489

### **Club House Progress Report:**

Thanks to the efforts of some dedicated members, the clubhouse renovation project is progressing along slowly but surely. At this point the wiring is nearly complete, kitchen stove is installed and functional, and the counters are installed. The main meeting room is a bit further behind but is also coming along. With a few more work days it should come together nicely. In any event, even though it will probably not be completed, it should be functional and ready for the August Fly-In and flea market.

### **Teal Airplane is being Retrieved:**

Phase I of the retrieval has been completed. The parts and completed sub-assemblies are currently being stored in Tim's storage barn. Phase II should be completed by the time this newsletter has been sent out. The craftsmanship thus far appears very good.

## **In the News ...**

### **NTSB: FOSSETT'S CRASH CAUSED BY DOWNDRAFTS**

(from EAA online)

The National Transportation Safety Board (NTSB) has determined the probable cause of Steve Fossett's fatal airplane crash. NTSB says the plane Fossett was piloting on September 3, 2007 - a Bellanca 8KCAB-180 (N240R) - struck mountainous terrain near Mammoth Lakes, California, following an inadvertent encounter with downdrafts that exceeded the climb capability of the airplane. Contributing to the accident were the downdrafts, high-density altitude, and mountainous terrain, NTSB added.

### **More Efficient Jets With Open-Rotor Engines**

(from EAA online)

GE Aviation and NASA will run a wind tunnel test program over the northern summer to evaluate and test counter-rotating fan-blade systems for open-rotor jet engine designs. The newly improved rig for testing was originally used by GE and NASA in the 1980s on scale models of counter-rotating fan systems, which led to the development of the GE36 engine. The test program also demonstrated that an open-rotor jet engine consumed 30 percent less fuel compared to similar-sized conventional jet engines.



The main criticism of open-rotor jet engine design is the difficulty in reducing the amount of noise generated by these engines, particularly in commercial air space. Noise shielding or noise cancellation techniques may be required to ensure aircraft meet noise requirements.

### **Continental Unveils Lightweight Version of O200**

(from Flying Enewsletter)

With its sights set squarely on the light sport and kit aircraft markets, Teledyne Continental Motors has announced a new, lightweight version of its legacy O200 four-cylinder piston engine. Weighing in at 199 pounds (including starter, ignition and fuel systems), the new O200 Lightweight Engine line also features a balanced crankshaft, sprocket propeller flange and weight-matched connecting rods. Previous versions of the O200 weighed 225 to 240 pounds, depending on their accessory package, according to the company. Priced at just under \$21,500, the O200 will compete directly with Rotax in the 100-hp range among kit and light sport aircraft. The new O200 will begin deliveries next month, and Continental will accept any aviation engine core in the 85 to 115 hp range as a trade-in core, regardless of manufacturer—provided the engine is operable and complete.

### **GPS outages may start in 2010**

(from AOPA online)

Delays in the development and launch of new satellites could lead to interruptions in GPS service as early as next year, according to a U.S. Government Accountability Office (GAO) report. The report warns that many of the older satellites currently in use could reach the end of their operational life faster than they can be replenished, resulting in a drop below the number of satellites needed to meet some GPS users' needs.

## Wagabond Builder's Group

The wiring is nearing the point where it can be consolidated into a completely labeled harness and removed until the airframe is ready for its final installation. The door latches are being fabricated and installed and some of the wooden stringers are being made and attached to the rear fuselage.



Top: The door skin is cleco'd one and looks good.



Bottom: Some of the wooden stringers that will allow the fabric covering to transition smoothly from one surface to the next and help blend the various structures together into a more aerodynamic shape.