



EAA Chapter 827
June 2009

www.eaa827.org

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Presidents Column

Last month the meeting was mostly about breakfast and a work session. There was only one item of business, so there were no minutes taken. Shortly before the meeting a gentleman from the Rangely area had contacted me to see if our chapter would be interested in a project which a friend had been building before his death. The widow wanted to give it away to someone who would take care of it and possibly finish it. This was brought before the members at the last meeting and it was voted to accept the project, if an inspection trip found it to be acceptable.

The project in question is a Teal amphibian. Much work has been done. Tim LeTourneau tells me that the builder was a terrific craftsman, everything that has been done is perfect. The builder's group has made one trip and needs another to bring everything back. There are two engines, both in working order. The builder had not decided which one to use in the aircraft. One is a 200 hp Buick and the other a 160 Franklin. It will be stored locally until the Chapter makes a decision about its future.

A couple of weeks ago I was on the way to PQI and flew over the Craig Morse field in Patten where we will be doing Young Eagles on the 27th. It looks very well tended. The E-W strip is 2,500 ft. and the N-S is 2,000. The Morses are getting the word out in the region, including radio in Houlton and Millinocket. Chapter members, pilots and ground crew will eat and drink free in the restaurant.

I don't want to make any predictions because we learned last year in Eastport that the enthusiasm of the host doesn't necessarily translate into a lot of young riders, but I am optimistic. Tim can't go that day so I have an empty seat if any member would like to ride along and help on the ground. Call me if you would like to do that. 234-4300.

Last week I painted the floor in the new kitchen, so it is ready to move the appliances in next Saturday. Please come and help.

Monthly Chapter Meeting Dates, Times and Locations:

Chapter Meeting - This month's meeting will be held at Miller's field on Saturday the 20th at 9:00am. There is a clubhouse workday scheduled after the morning meeting.

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***

Chapter 827 Welcomes New Member

EAA Chapter 827 would like to formally welcome new member Dennis Bradley of Newburgh. Dennis has come to us via the new 6 month free trial member program. Hopefully everyone will be able to meet him and introduce themselves in the coming months. Welcome Dennis!

Another Work Day This Saturday

Don't forget that this Saturday's meeting is another clubhouse workday. After the usual morning breakfast we will once again be working on the clubhouse. There is a ton of things to do in order to get things ready for this years fly-in so please consider staying and helping out. It's a messy job so please wear appropriate clothing.

Sun & Fun Pictures on the Web

John Miller went down to the Sun and Fun fly-in this year and has posted some of his pictures out on his website. If anyone is interested in taking a look, open up your internet explorer and go to the following address:

<http://vintagewings-millersfield.com/sunandfunsplashin2009.html>

Oshkosh is Drawing Near

If anyone is thinking of making the pilgrimage to Oshkosh this year and would like to see if anyone else is interested in going along please let me know. We can use this newsletter or even our website to help get the word out to all members. Dividing the costs is a great way to share expenses, driving (or flying) duties, and make the journey getting there and back enjoyable.

In the News ...

Proof of Concept 'Flying Car' Completes Flight Tests

(from Flying eNewsletter)

After 28 flights, stage one of testing is complete for the Terrafugia 'Transition' roadable airplane. Woburn, Massachusetts-based Terrafugia (Latin for 'escape from land') now moves on to the Beta Prototype testing stage, with a second airframe to be developed based on lessons learned from the POC vehicle. First flight was March 5. First deliveries of the light sport eligible Transition are scheduled for 2011. Test pilot Phil Meteer said he'd like to continue flying the POC Transition, but acknowledges it's time to move on to the next developmental phase. The initial test flights included evaluation of takeoff and landing performance, handling, stability and stalls. All the tests were designed to prove the safety of the Transition, while identifying areas that needed to be changed in the Beta Prototype. The company did not elaborate on what those changes are. Nor was a schedule announced for the beginning of stage two testing. The company reported on its website that "work is underway" on the Beta Prototype. Terrafugia was founded in 2006 by five pilots, graduates of MIT, and supported by a network of advisors and private investors.



Financier Pleads Guilty to Faking His Death in Crash

(from Flying eNewsletter)

Despite previous claims insisting he had experienced catastrophic damage to his Piper Malibu, an Indiana fund manager pleaded guilty last week to intentionally crashing the airplane and sending false distress calls. Marcus Schrenker, 38, bailed out of his PA-46-500TP over Alabama, near where he had stashed a motorcycle in a storage facility. The airplane crashed short of the Gulf of Mexico in Milton, Florida, in a residential neighborhood, narrowly missing houses. Schrenker, who was facing legal issues related to his wealth management investment company, told air traffic controllers his windshield had imploded and he was injured and bleeding. He said he was losing consciousness, but subsequently leveled the airplane at 3,500 feet, engaged the autopilot and bailed out through the aft cabin door. There was no apparent damage to the windshield when the airplane crashed. Schrenker was taped by surveillance cameras checking into a motel near Birmingham, Alabama, and later arrested by U.S. Marshalls in a rural campground. A laptop computer seized at the campground had been used to search the internet for information on parachuting from aircraft, and also for possible penalties for security fraud.

TSA Backs Off on Badge Requirement; But Check Ahead, Anyway

(from Flying eNewsletter)

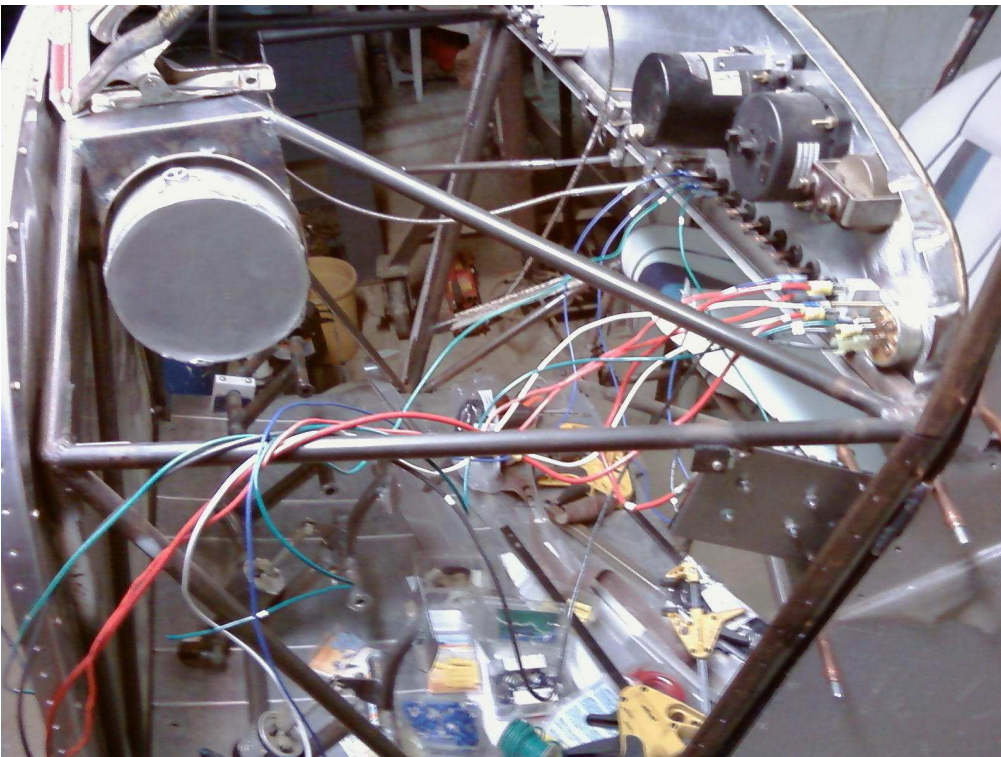
Last Friday, the Transportation Security Administration enacted a new security directive, SD-8G. The new measure replaced one that was much more restrictive, and would have required transient pilots to undergo separate background checks and acquire security badges for every airport they might visit that also has commercial airline service. (Estimates place the number of such airports at around 400, but the TSA has not yet published a list, and the criteria have not yet been made known.) Under terms of SD-8G, which took effect on Monday, transient pilots need not acquire a badge, but are advised to remain close to their aircraft and leave its 'footprint' only for trips to and from the FBO. The TSA is expected to establish guidelines for self-fueling facilities and emergency situations. Pilots based at airports with airline service will still be required to undergo background checks and get security badges in order to walk unescorted around the airport—or areas of the airport designated as sensitive (no clear direction on those criteria yet, either). Airports can apply to TSA for an alternative security measure, which would enable them to forego the badge requirement. Pilots are advised to call ahead to airports they think might have airline service and assure themselves they are in compliance with the new TSA directive.

Wagabond Builder's Group

Work on the space behind the seats is coming along nicely. Some nice sheet metal work with accurate bends makes for a very professional looking installation. Also at this time some of the initial wiring is being done to the panel switches. Even in an aircraft without an elaborate electrical system, there can be a lot of wires to run.



Top: A view of the sheet metal work behind the seats.



Bottom: The start of the electrical wiring behind the instrument panel.