



EAA Chapter 827
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www.eaa827.org

Editor - Joel Keller
(207) 951-2887

Presidents Column

Last spring several of our Chapter directors met and formulated plans for the summer and fall. There were two or three volunteers to put on programs in the fall at our regular meetings. We agreed that meeting on a nice Saturday in the summer for some hangar flying is ok, but during the cold months there ought to be something else going on of interest to the members. Unfortunately no one wrote anything down (my fault) and none of the directors I have spoken with remember volunteering.

So this Saturday after breakfast we'll set up a screen and look at some old 35mm slides. No power point, just an old 50's era projector. When I was at Clark AFB in the Philippines between '56 and '58 I took a bunch of them. No automatic cameras in those days and I couldn't afford a light meter. Some are light, some dark and a few, incredibly, pretty good. There are probably enough to span two meetings, so if you're not too bored the first time I can bring the rest later in the winter. Don't be surprised if there is a story or two to go with some of those pictures.

You may remember that Clark AFB closed several years ago after a nearby volcano blew its top and covered the area with several feet of ash.

So come on over Saturday the 21st and we'll have some breakfast and look at some old airplane pictures.

Jim Corliss

Monthly Chapter Meeting Dates, Times and Locations:

Chapter Meeting - This month's meeting will be at Millers Field on Saturday the 21st 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.

New Chapter Member:

EAA827 would like to formally welcome Harry Pellett to the Chapter. Harry currently resides out in Levant and has joined under the 6 month trial membership program. Welcome Harry!

Newsletter Content Needed:

Pickings was rather slim this month. Not much seemed to be going on within the chapter. I find myself in need of some ideas for the newsletter. Even if you really don't want to be the one writing the words, if you have something for an idea please let me know. I'm always looking for worthy material.

Below: Additional pictures of the Wagabond weight and balance effort.



In the News ...

Canadian Plane Thief Gets Two Years

(from e-Hotline)

Adam Dylan Leon, 31, the Canadian student pilot who back on April 6, 2009, stole a Cessna 172 and flew across the U.S. border hoping to get shot down by U.S. military aircraft, was sentenced to two years in prison Tuesday in St. Louis federal court. That's a longer sentence than the 12 to 18 months called for by the federal guideline, which was deemed too lenient by U.S. District Judge Charles Shaw.

"Under the guidelines, this is treated like a stolen car," the judge said. "This is very serious. I think this is an extraordinary situation in terms of cost and the hours involved. And it posed a significant disruption to government." Total cost to the government for the incident was estimated to be more than a quarter million dollars.

Leon took a fully fueled airplane from the Thunder Bay, Ontario, flight school he attended, and flew south over Lake Superior, crossing the U.S. Border, alerting NORAD, U.S. Customs and Border Protection, and several states' air national guard aircraft. Leon ignored all attempts to contact him, and eventually landed on a rural road in Ellsinore, Missouri - about 120 miles southwest of St. Louis. He was soon apprehended at a nearby store by local authorities.

NBAA Show Figures Are In, Reflecting Challenging Times

(from eFlying magazine)

Attendance at the National Business Aviation Association convention in Orlando last week was down by 25 percent compared with last year. The 23,000 figure is the second lowest since 1994, exceeded only by the hastily rescheduled show held in the wake of Sept. 11, 2001, when fewer than 12,000 registered. On the plus side, most exhibitors from 2008 were back — 95 percent according to NBAA. But many had smaller booths and brought fewer employees. Cessna and Hawker Beechcraft chose to forego their space on the exhibit floor in favor of retaining their presence at the aircraft static display at Orlando Executive Airport. Still, the association chose the upbeat theme, noting that the 62nd NBAA meeting was an opportunity for the business aviation industry to put its collective heads and hearts together and look forward to recovery. Also on the agenda in Orlando was continuing the effort to reverse a negative public image of corporate flying. NBAA's "No Plane, No Gain" campaign has contributed to a more positive view of corporate aviation, particularly in Congress where the loss of an estimated 30,000 jobs in the industry has sparked

AOPA Pleads Case for Embattled Approaches

(from AOPA online)

The Aircraft Owners and Pilots Association is asking the FAA to reconsider its plans to cancel some of the 154 ground-based instrument approaches that are on the budget chopping block. The pilots' association has asked that 22 of the approaches be preserved and asked the agency to consider comments from pilots on 21 more, before letting the budget axe fall. According to AOPA research, eliminating all 154 approaches would eliminate IFR access to 16 airports for aircraft not equipped with GPS, distance measuring equipment (DME) or an automatic direction finder (ADF). The FAA's plans to eliminate the 154 approaches is part of a migration to satellite-based air traffic control, and move away from dependence on less precise ground-based navigation aids such as non-directional beacons used in ADF approaches.

Wagabond Builder's Group

This month a major milestone was achieved. The initial weight and balance of airframe was done outside Don's house. After adding an appropriate amount of weight to account for the oil, coolant, propeller, etc. It was determined that the weight was within spec at around 750lbs (I forget the exact figure) and the balance was within the design spec as well. It is nice to know before all is said and done that we should not face any major CG issues once it is covered and ready to fly.



The wings are attached, the controls are in, the engine is on a temporary mount, and the seats and doors are on. With some bottles hanging on the front to simulate the weight of the engine fluids and a propeller, the weight at all three scales is taken. The sum of the three weights is the weight of the airframe and the relationship between the weight on the tail wheel versus the mains determines the balance.

