



EAA Chapter 827
October 2008

Editor - Joel Keller
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Presidents Column

The fundraiser for Special O was a rousing success. We raised about double the amount we have done in the past. Thanks to all the pilots who participated, some of whom showed up after the event was well under way. The tower got a little bit behind the power curve at one point early in the exercise, but recovered fairly quickly (with a different voice, I think).

I was distressed to learn that day that the “taxi into position and hold” behind a landing aircraft has been outlawed by the FAA. Some idiot somewhere put one in position and forgot it, allowing the following landing aircraft to land on top. It seems to me a reasonable response to the problem would be retrain that person, or move him up to Supervisor, or more likely, Manager where he could do the least amount of harm. The solution chosen penalizes both pilots and controllers and causes untold dollars in wasted fuel. At single runway airports like ours, if there are two arrivals inbound and a departure waiting to go, the controller now has to build in another couple of miles between the arriving aircraft because he has no idea how long that departure waiting at the hold line is going to take to roll out and get around the corner. The result is he takes no chances and lets the departure sit there for that next arrival.....and the next.....etc. I saw it happen to Ed Steltzer. I was a good mile on final when the preceding aircraft cleared the runway. Plenty of time for Ed to go, had he been lined up. After I landed it happened again. I was almost to the ramp when the Baron following me touched down. And Ed still sat there at the hold line. Who do you suppose the FAA is going to blame for slowing down traffic? Did anybody notice that they have to tell you to taxi to the runway “via alpha taxiway” even though that is the only way to get there? There is an equally stupid reason for that as well. I am soooo glad I retired!

It was good to see Jim Jordan back behind the wheel in 98L. I hope he stays there for many years to come. Jim can always be counted on to be on hand for Young Eagles and other special events.

If any of you are planning to throw out the last issue of Sport Aviation after you have read it, please bring it to a Chapter meeting when you’re finished. That eight page article on Steve Woods ends with a picture of him and a Young Eagle in Bangor, Maine. It happens that the kid is one of my grandsons and there are some family members who would like a copy. Thanks in advance.

Jim Corliss

Monthly Chapter Meeting Dates, Times and Locations:

Chapter Meeting - This month’s meeting will be on Saturday the 18th at 9:00am in our new club house (the Cub Café) at Miller’s field. Come early if you would like to take part in an egg-sandwich breakfast before hand.

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

Engine Assistance requested

Cowboy needs to know if anyone has a case from a Narrow Deck Lycoming o-320 that they can measure the bore of the case where the cylinders go into. Or does anyone know the specs?

He can be reached at (207)538-7583 or Email at cowboysairranch@wildblue.net

EAA 827 Special “O” Fly-in

Submitted by George Dean

It was a great day to go flying Saturday, October 4th as EAA 827 members gathered with the Special Olympics team at the General Aviation Terminal at BIW to provide rides for donations in support of Special Olympics. As the start time arrived, the only “qualified” pilot on board was President Jim Corliss who was also the pilot briefer. Jim wrote down the pilot brief which I had all late comer pilots read before heading out, while Jim (Corliss) began his sorties. In addition to Jim, Doug Kell arrived to preflight his twin and take the next group up along with Jim McCurdy, Ed “Stickman” Seltzer, Young Eagles C0-chair, Rick Eason from the UMO Flying Club, Brian Bowdoin from the National Guard club, Jim Jordon, and Rick Grindell...there were probably a couple more, but who they were escapes me in my old age! There were several other pilots ready to help out but did not have the minimum 500 flight hours required to provide rides for the Special Olympics event or were not current. Those of us who did not have a plane or could not fly provided other vital duties. Myself, John Greaney, and Phil Burrill and several others whose names I again, do not recall, provided logistics support like escorting passengers out to the tarmac and back, coordinating with the Special O team who were signing up riders in front of the GA terminal and of course, making sure the food was properly cooked at the food concession. Although I had to leave the scene at 11:30, our chapter had provided flights to more than 25 and they were still lining up! It was a proud day for Chapter 827! Thanks To Jim McCurdy and Jim Corliss and anyone else who worked so hard to make this such a successful event.

Special Olympics Thank you

Ed Note: The following was received from Carol Ryan of the Special Olympics organization.

*Jim,
Your attention to detail and the decision to involve BIA in the Fly-IN was key to this years success. We made \$1,140.00 doubling what we’ve made in the past years. Please thank the EAA members who donated their time and aircraft to the event. Thanks to your hard work we received much positive feedback and we look forward to next year.*

*Sincerely,
Carol Ryan
Co-area Director
Penobscot County Special Olympics*

In the News ...

Human remains found in Fossett's airplane wreckage

(from AOPA Online)

The Bellanca Decathlon flown by Steve Fossett on the day he disappeared in September 2007 has been found in California, rather than in Nevada where past searches have concentrated. Late Oct. 2, NTSB investigators said that a small amount of human remains was found in the aircraft, adding that it would be enough for a coroner to examine. The aircraft was discovered well across the California border in Madera County, a mountainous region with terrain above 9,000 feet, according to a tour operator in the area. A hiker exploring an off-trail area near Red's Meadow Oct. 1 found cash, a pilot's certificate with Fossett's name on it, a Soaring Society of America membership card with Fossett's name, and a badly weathered sporting license issued by the National Aeronautic Association.

SKYCATCHER FLIGHT TESTING TO CONTINUE WITH RECONFIGURED P-1

(from EAA Online)

Cessna Aircraft Company will resume flight testing of the Model 162 SkyCatcher as soon as it reconfigures another test aircraft, says Angela Landwehr, manager of media relations. The original prototype, which had more than 100 flights and 128 flight hours on it, was lost when it crashed two weeks ago during a power-on, cross-controlled spin test. The installed BRS system did not properly deploy, she said, so the test pilot successfully bailed out and parachuted to safety.

While the accident investigation continues, Cessna is reconfiguring its first production aircraft (P-1) to resume flight testing, Landwehr said. That is the same aircraft seen this past summer on display during EAA AirVenture Oshkosh at Cessna's exhibit.

SPACEX LAUNCHES FALCON 1 INTO ORBIT

(from EAA Online)

Flight 4 of the Falcon 1 launch vehicle has successfully launched and achieved Earth orbit, as reported by Space Exploration Technologies Corp., (SpaceX). With this milestone, Falcon 1 becomes the first privately developed liquid fuel rocket to orbit the Earth.

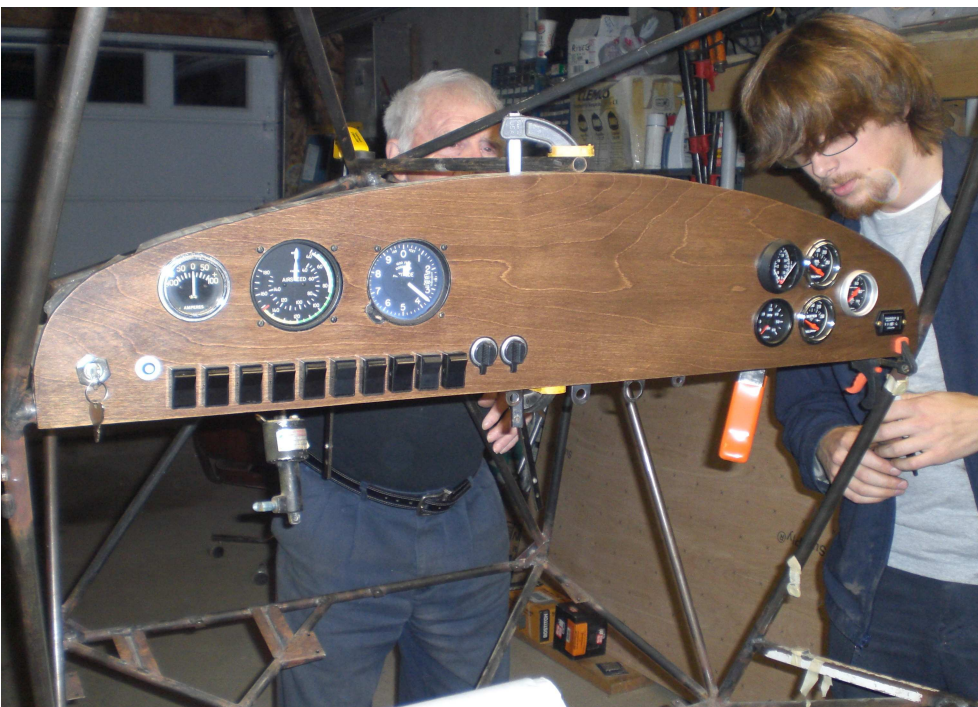
Falcon 1, designed from the ground up by SpaceX, lifted off at 4:15 p.m. (PDT) from the Reagan Test Site (RTS) on Omelek Island at the U.S. Army Kwajalein Atoll in the Central Pacific, about 2,500 miles southwest of Hawaii on September 28. It carried into orbit a payload mass simulator of approximately 364 lbs, designed and built by SpaceX specifically for this mission.

Wagabond Builder's Group

The tail wheel assembly is being fitted and the springs are being adjusted to provide the proper tension for steering and for locking and unlocking. The seats have been fitted and will have their mounting brackets fabricated. The instrument panel has been mounted and the gauges and electrical switches have begun to be installed.



Top: The spring tension is adjusted on the tail wheel.



Bottom: The new instrument panel is looking good sporting the first installment of switches and gauges.