



EAA Chapter 827
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www.eaa827.org

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Presidents Column

Our new meeting room still has work to be done, but the ceiling is up and insulated and the wall on the hangar side is insulated and boarded in. A little more heat has to be installed, but we are pretty well tightened up for winter. Last month we had two or three new faces in attendance and the extra space was very welcome. Another rainy Saturday appears to be on the horizon, so what else is there to do but come and have breakfast and talk a little flying.

As most of you know our fellow member Jim McCurdy is home recovering from a quadruple by-pass last Tuesday. The condition was caught before he had a heart attack so his doctor, also an aviator, assures him he will be back flying in six months. Most of Jim's flying is in the spring, summer and fall, so he's not missing much. If it had to happen, this was the best month for it. Perfect timing, Jim!

It was unfortunate that we were forced to cancel our usual fund raiser for Special O. The Special O people planned it for Bangor without understanding anything about the new security requirements or how ATC impacts the operation and slows it down. But we probably could have made it work. The bottom line was that we simply couldn't get enough pilots or ground crew to commit to being there. Two or three pilots and one ground crew just can't deal with the 40 to 50 potential riders which usually show up. I hope we can do better next year.

See you Saturday morning.

Jim Corliss

Monthly Chapter Meeting Dates, Times and Locations:

Chapter Meeting - This month's meeting will be at Millers Field on Saturday the 17th 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 McCurdy in the Hospital:

Since our last chapter meeting, Jim has undergone quadruple heart bypass surgery on October 6th. To date a number of people have gone to visit him and have reported that he looks good and is in good spirits. If all goes well he should be able to go home on Sunday the 18th. The entire chapter sends their well wishes for a speedy recovery.

New Chapter Member:

The chapter welcomes its newest member Dane Rasmussen. Dane and his wife are new to the area. Both he and his wife are commercial pilots with Dane also having his CFI/II and multi engine ratings as well as an A&P. Welcome aboard Dane!

Pictures Available:

John Miller took a number of pictures recently of the foliage and early morning fog at the airport. Anyone wishing to view them need only follow the link below.

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



The Airbus A380 arrives over Oshkosh Airventure 2009

In the News ...

Homebuilt Movement Preserved

(From EAA Online)

For the past four years, EAA and the amateur-built aircraft community have been facing perhaps the most significant threat ever faced by the homebuilt movement. But today, we're confident in declaring that the threat is over; the FAA this week released the long-awaited final order that revises the amateur-built aircraft certification policy known as the 51 percent rule as well as Advisory Circular 20-27G, the guide for amateur builders on how to properly certify every step of the building process.

These documents are the result of a concerted effort led by the EAA community, homebuilders, the kitbuilding industry and other stakeholders. The documents not only update and clarify the amateur-built aircraft building process, they remove the fear many had of not being able to build and fly their own aircraft as before.

Joe Norris, EAA's homebuilders community manager, perhaps said it best: "The new policy is very reflective of the thousands of comments that were sent in by EAA members and amateur builders across the board," he said. "We feel that this new policy is not only a victory for EAA and homebuilders, but also a victory for FAA because it gives them better tools to enforce the regulation and make sure everyone is working under the same set of rules."

Record Setting Reno for Team Nemesis

(From EAA Online)

The 2009 Reno National Championships at Stead Field, Nevada, were exciting in the best ways possible: records were set; the races were generally close; and only one fairly serious injury occurred - the result of a short landing.

But first, a word or two about Jon and Patricia Sharp's Team Nemesis: "Record-breaking." Their week at Stead Field went better than imagined - every heat Jon flew in his Nemesis NXT brought at least one new speed record in the Super Sport Class. In the end, he won his career record 15th National Championship of his career.

The records began falling on Wednesday when Sharp flew a new Super Sport qualifying record of 412.554

mph - the 10th highest qualifying speed of the piston powered aircraft, 19th fastest if you include Jets. On Thursday Sharp's 393.282 mph set a new Heat Race record, but that fell twice more, on Friday (399.336 mph) and Saturday (406.051) mph. On championship Sunday, Sharp flew the Lycoming Thunderbolt-powered speed demon to an all-time Super Sport Gold Race record of 407.061 mph.

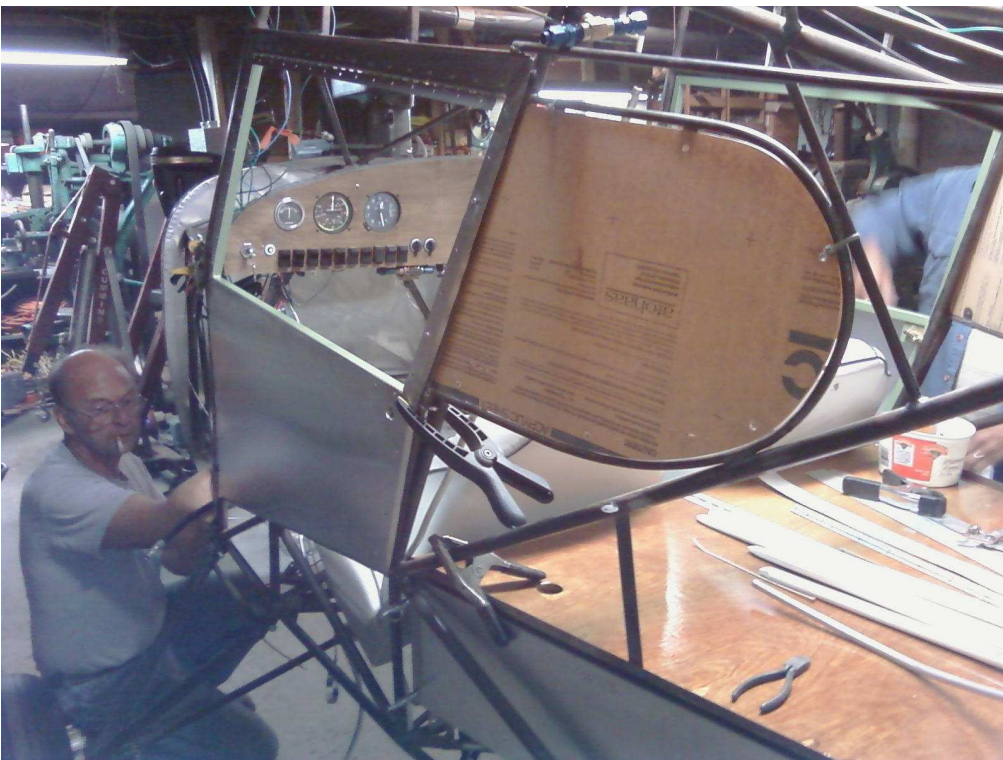


Wagabond Builder's Group

The new aluminum-skinned doors are completed and look good. The locking system has been fabricated and installed. The rear windows have been cut out of Plexiglas and installed in the frames in the fuselage. The plumbing for the fuel and break lines are currently being installed.



Top: Left side door.



Bottom: The left rear cargo window.