



EAA Chapter 827
October 2010

www.eaa827.org

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Presidents Column

This past month I got to ride in a 747 for the first time. The little 2-place Grumman I used to own would pretty much fit inside without any problems. The wingspan and the cabin width looked to be about equal. As impressive as it was, I still had a cramped little seat to sit in for 12 hours. After about 6 hours I couldn't feel my legs from the knees down and didn't dare to try and get up. After about 9 hours I found myself wondering why the Concorde was never a commercial success no matter what the price of a ticket. Towards the end I began to realize that perhaps my decision not to fly commercially was the correct one. I couldn't imagine doing this on a frequent basis.

Looking forward to the nice fall weather after what seemed to be a rather hot summer. This month's meeting will hopefully feature a fly-out to a small rural strip out in the eastern part of the state. If enough people/planes are on hand it could be a really fun afternoon.

Joel Keller
Secretary

Monthly Chapter Meeting Dates, Times and Locations:

Chapter Meeting - This month's meeting will be at the chapter clubhouse on Saturday the 16th starting at 9:00am.

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

EAA Chapter 827

Nominations for Chapter Officers and Directors

The nominating committee of the whole Board of Directors recommends the following slate of six names for officers and directors to be voted at the membership meeting on Saturday, October 16, 2010 at Miller's Field, 9 AM.

Officers

President:	Dan Coffey
Vice President:	Tim Letourneau
Secretary:	John Miller
Treasurer:	Dan Coffey

Directors For Two Year Term Ending 2012

Phil Burrill
Joel Keller
Curt Carter

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No vote is required for the following:

Directors Continuing For Two Year Term Ending 2011

Jim Jordan
Jim McCurdy

Director Emeritus: Don Cole

EAA Chapter 827 Fly-Out

A Chapter Fly-Out to Peasley Field will follow the monthly meeting on Saturday, October 16, 2010. Bob Peasley's strip is 2,000 feet packed gravel, just east of Floods Pond and marked on the Halifax Sectional. Bob is hosting an event that day. This would be a good chance for Chapter members who plan to fly that day to offer other members a ride. Let's hope for good weather and smooth air.

In the News ...

BOEING TO ENTER SPACE TOURISM BUSINESS

(from e-Hotline)

Boeing announced this week it will launch a space taxi system with Space Adventures Ltd. of Vienna, Virginia, in which passengers would fly in low-Earth orbit on a new seven-person spaceship Boeing is developing. According to a report in the Chicago Tribune, Space Adventures will sell passenger seats aboard the spaceship dubbed Crew Space Transportation-100, expected to be ready by 2015 and designed to fly atop a variety of launch vehicles. The spaceship is in the running for NASA's vehicle to ferry astronauts to and from the International Space Station after the space shuttle program ends next year. If NASA chooses Boeing, the plan is for Space Adventures to sell the open seats on those ISS flights, the paper reported.

'Line Up and Wait' Takes Effect Today

(from Flying Magazine)

If you're flying today from a tower airport, you could be one of the first to hear the instruction, "Line up and wait," replacing "Taxi into position and hold." Today marks the changeover to the new terminology, meant to be less ambiguous. If you're among the first to hear the new words from the tower, congratulations.

Finals Canceled at Reno Due to High Winds

(from Flying Magazine)

Mike Houghton, president and CEO of the Reno Air Racing Association made the call to cancel flying on Sunday's race day. "It was a safety issue," he said. "Our number one priority is the safety of our pilots." Though he was declared winner based on the best qualifying time, Steve Hinton, 23, said he was "more than 'kind of' disappointed" by the decision. "We were saving [our best] for Sunday and when you don't get to go out there and use what you built up all year, it's a major disappointment." Winds were out of the southwest gusting to 30 knots, causing the first cancelation of the last day's race in its 47-year history. The popular T-6 class final races were also canceled on Sunday. Hinton won in the Unlimited category based on his Saturday qualifying runs in Strega, a highly modified P-51 Mustang. The win marked the ninth for the airplane. The field also included a dozen other Mustangs, two twin-engine Grumman F7F Tigercats, three Hawker Sea Furys, a pair of Russian Yak 3s and a German Focke-Wulf Fw-190. On the Tuesday before official racing even began last week, Curt Brown set a new all-time record, rounding the pylons at a speed of 543.568 mph in his Czech-built Aero Vodochody L-29 Delfin jet, bettering his own record set last year by more than 5 mph. Former space shuttle pilot Brown said, "It was a heck of a ride. That was a bucking bronco."

Right: Strega on a
qualifying run



Wagabond Builder's Group

The rib stitching operation is now in full gear. The left wing is currently being done. It takes a long time to tie as many knots as required for an entire wing. Along the way, you have to deal with control cables, pitot lines and electrical wires that mess with your ability to cleanly run the waxed line in, around and through the wing. Lighting and the proper assortment of needles are critical to the process. Having some home made chocolate chip cookies in a container nearby is also highly recommended.



Looking like some giant Chinese ornament, the left wing is illuminated from the back to allow the people working on it to see where they need to thread the needle through to hit a predetermined spot on the other side.

