



EAA Chapter 93 Newsletter

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In the Pipeline

12/16/10 - Chapter event/meeting

1/6/11 - Chapter Board Meeting (open to membership)

1/20/11 – Chapter event/meeting (guest speaker yet TBD.)

2/3/11 - Chapter Board Meeting (open to membership)

2/12/11 – Chapter Banquet Event

Did You Know?

...that [No. 112 Squadron RAF](#) was the first unit from any [air force](#) to use the "Shark Mouth" logo on [P-40 fighter planes](#)?

Letter from chapter president

"Chili Powder and Snow is in the Air!"

The Chili Fly-In happened on Saturday, Dec. 4th even though nature had other plans for Chapter 93 on this day. The snow covered runways, poor visibilities & lower than low ceilings made "flying in" a non-event.....except for one brave pilot, "a funny looking dog with a big black nose...." did make it in with his biplane. Those in attendance had the chance to test 8 recipes and vote on their favorite one, and if you left this event hungry that was your choice. After the votes had been tallied, the winner was Joyce Jeardeau, with 2nd place going to Dick and Sandra Hartwig. All very good recipes and thanks to all that supplied chili because at the end of the day not much more than a bowl or two was left. Special thanks also to Joyce, Dave and Jim for getting things set and going that AM.

For the sixty or so in attendance this day was a special event as the Chapter awarded two young pilots the "Hoot & Betty Gibson Memorial Scholarship Award" for 2010. Alex Winkelman and Brandon Brooks were called to receive this award. Both Alex and Brandon are involved with a program based at the Palmyra Airport called "88 Charles Inc". Brandon and Alex thanked the chapter and talked to those in attendance about their experience with 88 Charles Inc. and their plans for further flight training as well after High School education. ("these two pilots could not thank Chapter 93 enough!") In attendance with them were three SUV loads of family members, mentors, Chapter 1177 members and "88 Charles Inc." Founder and president Steve Sorge. Steve spoke to those in attendance about how this idea of offering youth the chance for a "hands on learning" experience with aircraft restoration and repair (all work is supervised by A&P mechanics) in exchange for flight training (20 hrs. work for 1 hr. of paid flight training) started with one aircraft in a unheated hangar, to now a number of ongoing restoration projects in a "heated" workshop hangar. The program meets only on Saturdays and I'm told that both Brandon and Alex have been involved pretty much since day one of this project without missing many days. Steve invited any interested chapter members to stop down some Saturday and check out the program. (sounds like a chapter road trip)

A note of thanks also goes out to Patty Plantz and Rob Tweed for their work as the "Scholarship Committee" and the coordination of the award presentations. And not to forget the board, the chapter and Dave and Deb Ersland for the support with the Scholarship.

SPECIAL NOTAM:

MARK YOUR CALENDAR AND ATTEND THE DECEMBER 16TH MEETING, WILL BE VERY INTERESTING.

Don Ripp

Letter from chapter secretary

Joyce J. gave an update for the Chili Fly-in event. An announcement was made to the Chapter Members about being able to purchase the new 2011 EAA calendars. Joyce J. also announced to the Members that a Corben Chapter #93 Face book page is in the works. An update to the museum tour was reported to the Members and a signup sheet was passed around. A motion was made and seconded to have a check for \$100.00 given to Jim Martin for the purchase of door prizes from EAA for the Annual Banquet in February. The members discussed the brush removal along the runways. Don R. announced to the members that the Board had decided to award two scholarships this year, because two very worthy candidates had filled out applications. Rob T. informed the members about Alex Winkelman one of the candidates and Patty P. informed the members about Brandon Brooks. Don R. announced that the Chapter will be hosting the B-17 on June 16th thru the 19th 2011. Finally any Members interested in the Chapter #93 Annual Banquet should contact Earl Martin at earlpmartin@excite.com or call 608-825-3286 or cell 920-255-0094 to make reservations at Rex's Innkeeper in Waunakee.

Earl P. Martin

Report From the Board Meeting Week of December 02, 2010

The Board Meeting started out by discussing any additional details for the Chili Fly-In which will be held on December 4th. The Board talked about the Museum tour in January 2011. There was more discussion about the brush removal along the runways and that we will have to make sure that we remove brush only on airport property. Dave J. will check into another rental place to rent a brush cutter that is closer then Columbus and get the rental fees form that rental place. It was decided that the 2011 Chapter calendar would wait to have more members present to help with it.

Earl P. Martin

BANQUET:

"Chapter 93 Banquet"

Saturday, Feb. 12th - 2011

REX's INNKEEPER - Waunakee

Social: 5:30 p.m.

Dinner: 6:30 p.m.

(Guest Speaker to Follow Dinner)

(Awards & Door Prizes)

***IMPORTANT!** membership, you need to contact Scott Nolinske @ 273-2586 or snolinsk@quarrastone.com or Earl Martin @ 825-3286 or earlpmartin@excite.com or martine@splpharma.com or Don Ripp @ 849-7543, 849-5944(x1742) or donripp@hotmail.com or rippd@splpharma.com with you numbers of attendance to this event. This will save the usual phone work of calling membership by the committee. This "Banquet" is open to membership and guest alike, and remember this is just a few days before Valentines Day so what a deal....AVIATION and a chance to take your sweetheart our to Dinner! **(ONE OTHER UNWRITTEN RULE: IF**

ATTENDANCE IS IN HIGH ENOUGH NUMBERS WE GET THE "BACK" ROOM AWAY FROM THE BAND AND MORE TIME FOR THE SPEAKER AND QUESTIONS)

Deke Slayton Memorial Space & Bike Museum Tour

Just a reminder for the Deke Slayton Museum trip. The museum trip is scheduled for January 8th. We will meet at the hanger at 8:00 am. People can at that point decide who will ride with whom and we will leave shortly after 8:00. The cost is 3.00 per person. There will be a few other things we can do while we are there, I was told there is a hobby shop and I think there is a antique store there too, along with taking a lunch break...Culvers? There will be a sign up sheet at the December meeting or call Dave Jeardeau at 334-0112

Notes From The Chili-cook Off

Even though "ma nature put the slam on any aviation arrivals for the day" to quote our president (Don Ripp) she provided a great day for enjoying chili and good company. We had 8 delicious entrants in the chili cook-off and many slow cookers went home empty. There were traditional red, white chicken and traditional with turkey varieties of chili to sample. We had many in attendance who stepped up to the bowl and took one for the team to make a point of sampling each one of them. Some found it necessary to make multiple trips through the line to determine their favorite. Sandy Hartwig made a special contribution, in addition to her wonderful chili she also brought in some great corn muffins that were a hit. "Ma nature" may have kept the planes out of the air but she didn't stop the 50-60 people with dedicated taste buds and bellies from attending the 2nd annual Chili Fly-in/Cook-off. Everyone had several votes cast for their recipe but the entrant who's name will go on the trophy for 2010 is Joyce Jeardeau. Thank you to all who entered, each of your chili's were wonderful with an amazing array of flavors and varieties and thank you to all of you who snubbed "ma nature" to taste, vote, eat, and enjoy the day with us.



December Speaker

Scott Manley owns, and fly's a DG-303 standard class glider. His pilots certificate reads: airplane single engine land & sea, instrument airplane, glider, and holds a Flight Instructor Glider Certificate.

Scott lives in Madison and flies as a commercial pilot, glider flight instructor and tow pilot for Sylvania Soaring Adventures in Beloit, WI. He also flies a Citabria (7GCAA) as a member of the Rio Aero Club, Rio, WI. where serves as club president and manager for Gilbert Field (94C).

Scott's current mission is to promote the use of flight simulation to improve glider flight instruction and proficiency. (this will be demonstrated at the Chapter Meeting on the "BIG Screen"). He has presented this program at several National Soaring conventions of the SSA (Soaring Society of America), co-authors a monthly article "Condor Corner" that appears in the monthly "SSA" magazine.

Scott is currently working with the Soaring Safety Foundation to develop video instructional aids for glider flight instructors and by invitation provided presentations and flight instructor training in the use of glider flight simulation to clubs in Mn. and In.

To promote the sport of soaring in general, Scott provides "Introduction to Soaring" presentations to interested aviation groups.

Dave Van Lanen's New Kitfox Kit

My aircraft kit arrived at 9:50 AM this morning. It was shipped from the factory in Homedale, Idaho by Partain Trading Co., a firm that specializes in shipping aircraft and aircraft kits. It arrived in a 48 foot fifth-wheel trailer, (the longest trailer I have ever seen). We unloaded the kit and had it in the shop by about 10:30 AM. I attached some photos.

For those who might be interested, the aircraft make is a Kitfox, and the model is a [Series 7 Super Sport](#). Next steps are to get everything inventoried and safely stored, and then "set up shop".

Information about the Kitfox Series 7 Super Sport:

Larger, faster and able to lift more than any other Kitfox, the S7 Super Sport is the top of the Kitfox line. It can be equipped with Rotax turbo power, Continental or Lycoming engines. With great high altitude performance and long range the Super Sport is in a class by itself *and is Sport Plane compliant!* When equipped with a normally aspirated engine and certified to the maximum gross weight authorized by the Sport Pilot regulations, a Sport Pilot may operate the Kitfox Super Sport with *no FAA medical certificate* required.

Specs

Wing Span 32 ft
Wing Area 132 ft²
Cabin Width 43"
Length 19'-8"
Wings Folded Length 22'-7"
Wings Folded Width 8'-0"
Height 5'8" Tail Wheel
Height 8'-0" Tri-Gear
Fuel Capacity 27 Gallons Standard
Seats 2 - Side by Side
Baggage Capacity 150 lbs
Flight Load Limits +3.8g / -1.52 Sustained
(+150% Safety Factor) Ultimate loads +6g / -3g
Empty Weight 750 lbs
Useful Load 800 lbs
Cargo Area 9 ft³
Gross Weight
1320 on Gear
1430 on Floats
1550 optional gear

Performance

Takeoff Ground Roll 290 ft
Landing Ground Roll 270 ft
Rate of Climb 1300 fpm
 V_{ne} 140 mph
Top Speed 125 mph
Cruise 120 mph
Stall V_{so} 41 mph
Endurance 5.4 hours
Range @ 4.8 gph = 612 miles
(with VFR Reserve)
Service Ceiling 16000 MSL

What made you choose the Kitfox Series 7 Super Sport as the kit you wanted to build?

I wrote a mission statement for myself, and then searched through all available designs to find the one that met my requirements the best. The Kitfox S7 Super Sport, as well as the RV-12, met the requirements the best. I decided to go with the Kitfox over the RV-12 for several reasons, including the fact that one person can fold the wings on a Kitfox in 10 minutes, and it can optionally be trailered on its own gear, whereas the RV-12 requires 2 people to remove the wings, and it cannot be trailered on its gear. I also liked the high-wing, and the liberal amount of "glass" in the cabin, which provides excellent visibility. Another selling point is that the Kitfox has been on the market now for 25 years, with over 5000 kits sold (including all earlier versions), and there has never been a single documented case of an inflight structural failure. This was important to me because of what happened on my first attempt at building an aircraft. I had chosen the Zenith Zodiac 601XL, and after starting construction, I was alerted to the fact that fatal structural failure accidents were occurring, both in the U.S. and overseas. Although the factory eventually developed an upgrade to correct the problem, I was not comfortable with continuing that project and decided to sell it.

Looking at the options online, do you think you will be going with a tailwheel setup or tri-gear setup? Is there any specific reason you picked the setup you did?

I will be going with the tri-gear configuration. I am a low-time pilot so I want to minimize the opportunity for ground loops. Another big factor in my decision is that it is easier to insure the tri-gear, and insurance is up to 25% cheaper on a tri-gear. However, I should note that the design allows for converting the aircraft back and forth between a tri-gear and a tailwheel aircraft at any time. I believe it only takes about 3 or 4 hours to make the conversion. It is another great feature of the design.

I noticed at the Kitfox website that you had 4 different options for an engine. Are you planning on going with the standard Rotax 912UL/912ULS Engine Component Kit, or any of the 2 continental engines(O-200 or IO-240), the Lycoming O-235, or the Jabiru 330 engine? Is there any specific reason you picked the engine you did?

I will be going with the standard Rotax 912ULS 100 HP engine. I already took delivery of the engine component kit for this engine, but will wait on the actual engine until I am closer to needing it. I chose this engine because the research I did points to this engine as being the best fit for the aircraft. The Continental and Lycoming engines are too heavy, and take away too much payload. Those who have the Jabiru did not seem as happy with the performance as they are with the Rotax. The aircraft was designed around the 100 HP Rotax, so I wanted to stick with what is tried and true. Also, before I purchased my kit, I had met with another builder in Minnesota who completed, and is flying, a Series 7. He is very happy with the Rotax 100 HP engine, both the performance and reliability. I got a ride in his aircraft, and had the opportunity to fly it, and the performance on the Rotax was impressive.





Chapter 93 Members,

I wanted to let chapter members know that there is an HVLP paint system available for use on their projects. The system had originally been purchased by Jim Falk and Tom Rebholz. Jim has moved away, and Tom's wife agreed to make it available for chapter members to use. Because I am starting a project, I have taken temporary possession of the system and am providing a temporary "residence" for it in my shop. However, I won't be needing it for quite some time yet, so if anyone needs it for their project, feel free to let me know and I'll arrange to get it to you. It has not been used for a long time, so I'm not sure at this point what condition it is in. Our intention is to "pass it around" to members who have need of it on their projects. If you have any questions, you can call me at 608-241-5462 (home) or 608-957-3224 (cell).

Thank you,

Dave Van Lanen

Dues are due

Dues are Due!! \$20.00 up until banquet night and \$24.00 after. Remember dues help with the cost of operating the chapter, utilities, taxes, rent & insurance. Chapter 93 is 401 3c Tax Exempt so you can deduct your donations

Letter From the Editor

I just wanted to take this time to introduce myself as not only the newest member of chapter 93, but also the editor. I come from a technical background in computer software and hardware, all self taught. I have worked in the technical field for the past 10 years. I have no aviation background. My first introduction to GA was at Oshkosh. My wife, girlfriend at the time, had to work at Oshkosh, and I went to wander the grounds. It was more than I every thought it would be. All I could do is wander around with wide eyes just taking it all. I was amazed at how many different styles of aircraft there were. There were more than I every thought possible. And another thing I found out was how easy and accessible it was to become a pilot. Who knew that anyone could become a pilot, not just people with lots of money. It was and is for everyone. But the bug did not bite me until the next year we went, and Sport Pilot was introduced at Oshkosh. That is when I was bitten. Not necessarily for LSA, but for GA in general. I have tried to start the process to earn the coveted pilot certificate, and it had had to be put on the back burner, all for good reasons of course. I have looked into homebuilding, glider, LSA, powered parachutes, weight shift, and trikes. They all intrigue me a lot and I would like to try my hand at homebuilding someday. The time will come when I will be in the sky, PIC if you will. If you would like to add anything to the newsletter, I can be reached via phone, email or postal mail. You can also cut out the below information for future reference.

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Pictures From Chili Cook-off





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