

E. A. A. Chapter 67

205 East 161st Street

Westfield, IN 46074

President:	Andy Webb	844-7065
Secretary:	Don Barnhart	257-3140
Treasurer:	Larry Jacobi	773-3112

MEETING REPORT FOR JANUARY 7, 1980

The President, Andy Webb, opened the meeting by introducing one new member and the guests present. Our new member is:

John M. Ruddock 896-5427  
141 West 161st Street  
Westfield, IN 46254

John's project is a KR-1. He was welcomed to our Chapter and should have no trouble getting advice from our other KR builders. Our guests were:

Gene Griner - Indianapolis  
Jim Pierce - Carmel  
Billy Ralph - Lebanon

The next agenda item announced the resignation of Ozzie Spurgeon from the office of Vice President, and as our Chapter "Designee."

We're sorry to lose Ozzie. Our loss is the new Speedway Chapters' gain. We'll miss you Oz!

John Adolifson has agreed to replace Ozzie as "Designee."

Seymour Airshow - No real new developments. It appears more likely that the airshow will be replaced by a Fly-In.

Fort Wayne - The Fort Wayne Chapter is planning another "70 Knoters" excursion. The dates are June 7 thru 14, 1980. You may want to participate in all or part of this trip around part of the Great Lakes. Keep the dates open and we'll try to report more on this later.

Dues - Have you paid your 1980 dues? If not, please do so as soon as possible. Send your check payable to "E.A.A. Chapter 67," to Larry Jacobi, our Treasurer. Or, send it to any Chapter officer, but be sure and send it. We want you as a member, and hope to hear from you soon.

Taylorcraft - What do you have on your agenda for Tuesday evening? How about coming out to the hangar to help with our rebuild project! We hope you can come out every Tuesday evening. Can you rib-stitch? Want to learn? Don't forget, Tuesday!

B-29 - "FIFI" will be coming to visit Indianapolis on May 16, 1980. The Indiana Wing of the Confederate Air Force has arranged for a static display on that day at the International Arrivals Building. There will be a film program as well. The general public is invited, so mark your calendar now and remember to bring your friends.

Museum - As reported at the January meeting, the Bloomington Chapter had a chartered bus trip planned for January 26 & 27. Their package price included Bus fare and one night's lodging. Would you be interested in your Chapter (67) planning such a trip? If so, let someone know. We always listen to suggestions for activities such as this. Maybe you have another idea you should tell someone about!

Phil Brown brought movies from the library and that's how our meeting ended - movies and hangar-flying.

Here's a noteworthy item borrowed from the Illinois Council of E.A.A.:

**HOMEBUILT AIRPLANES DO CRASH ON OCCASION:** There are many reasons for this, ranging from pilot error to inadequate engineering. What seems interesting, however, is the type of disintegration that occurs

Aluminum airplanes crumple up locally. They usually take on the shape of the objects they come into contact with. Repairs usually are made in the contact areas. It is a major job.

Fiberglass et all airplanes may shear off contact areas, but like glass, it sends a shudder through the entire airplane and many cracks and/or delaminations occur in remote places. Repairs, on the other hand, can be made quickly, reliably and cosmetically made to look like the original job.

Tube and rag airplanes tend to resist damage when a tube collapses, it may appear like local damage, but because each associated member is a compression or tension member, a close inspection is required.

Many members may show cracks but because the steel is generally resilient it tends to return to its original shape and close these defects. Some distortion will remain and this is where the wrinkles in the fabric help pin point the problem.

The tube construction is easy and inexpensive to repair but if you are a nut on appearance you do an extensive and expensive fabric job.

Looking at the best of three worlds - it looks like airplanes should be made of steel tubing, mainly in the cockpit area, and covered with removable fiberglass in the same area, stressed skin tail cones and empennage, stressed skin wings with steel tube spar in the central section and a fiberglass nose section for unlimited cosmetic design.

Wood has been passed over because of general mechanical difficulties in trying to marry it to other substances, but it does have its place in many areas because of its resilience and shock absorbing characteristics.

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#### Items Wanted

Don Roberts (773-0436) wants the following items:

O-320 Lycoming, any condition.  
Wrecked (Total) Cessna 150 or 172.

#### Items for Sale -

Wayne Howery (247-4903) wants to sell a 1959 Cessna 150, 4,300 T.T., 1,000 S.M.O.H., 700 S.T.O.H., New Interior including a custom made wood panel (full) Narco MK-3, wheel pants, Polished Prop and Spinner, Licensed 'till February, 1981. \$6,000.

Remember, the next meeting will be held in the Hangar on February 4, 1980. See you there!

Respectfully submitted,



Donald F. Barnhart, Secretary