



Chapter 67 Inc.
205 E. 161st Street
Westfield, IN 46074

March 2, 1981

Dick Ervin presided at today's meeting. We had one guest tonight; his name is Bill Melbert, of Indianapolis.

We have a new member to our chapter, and his name is Jon L. Petty, he is a commercial pilot and a glider pilot from Noblesville.

GLENDALE DISPLAY

There was some discussion about who we should allow to participate in our aircraft display at Glendale Mall. Should we reserve all space for Chapter 67 members, or should we invite others, such as the glider club, or ultralight enthusiasts to join us? The predominating suggestions favored inviting others to share space with us, but keeping the entire amount of Glendale's contribution for the chapter treasury.

I recently wrote a letter to EAA Headquarters asking about the availability of "Project Speakout," a presentation prepared by Headquarters for displays such as the one we will have at Glendale. The response I got was that it was not available due to high demand, but I did receive a catalogue of films available for this venture.

HANGAR IMPROVEMENTS

We need to prepare our chapter hangar for the coming year. Several improvements can be made. We need to clean and discard the trash and debris in the meeting room and in the hangar area, and also make some capitol improvements to the building. Improvements needed include completeing the well and making the restroom operational, repairing or re-hanging the hangar door which at present will not open, and completeing and installing the sign out on the road by the driveway. Other suggestions for improvements included having the Secretary start a file of information found on the bulletin boards, and use the bulletin boards to

President: Dick Ervin 542-8580
Secretary: Pete Wiggin 244-3509

Vice President: Larry Jacobi 773-3112
Treasurer: Don Barnhart 846-8599

spotlight new members, tell about their projects, their specific interests, etc. so other members can get to know them. Another suggestion: we should put the words "EAA 67" and "Wilderness Field" on the outside of the hangar door for use as a backdrop for members to photograph their aircraft. Individual ideas and efforts for improvements are encouraged, so if there is anything specific you as an individual can do to make our building more attractive or efficient, please feel free to do your thing.

70 KNOTTERS REUNION

Walt Fritz reports there will be a reunion of past "70 Knotters" participants at Fort Wayne Smith Field on Memorial Day weekend. Festivities will include a pig roast. You don't have to have been on a 70 knotters trip to join the party, but if you do want to go, give your name to Walt Fritz.

The 70 Knotters this year will go west--to Wichita Kansas and back--for a trip of about 2200 miles. While in Wichita they will tour an aircraft factory there. Talk to Walt if you're interested.

'81 ROSTER FORTHCOMING

The 1981 Chapter Roster will be typed and sent with the April Newsletter. A new newsletter mailing list will also be prepared. If you have not paid your 1981 chapter dues by the April meeting, this will be your last newsletter.

THOUGHT FOR THE MONTH

"If God had wanted man to fly, He'd have given him more money."
--Don Roberts

TEST FLYING AN AIRPLANE

For our March meeting, Joe Ferraro talked about some of the things we need to know before flying our homebuilts for the first time. Here is a summarization of what he had to say.

- The first thing to remember is that the air is not our element--we are guests--and should act as such.
- If, while flying, one thing goes wrong--be concerned. If two things go wrong--be worried. If three things go wrong--get yourself and your airplane on the ground as soon as possible, because four things are more than you can handle.

WEIGHT AND BALANCE

Before your first flight, be knowledgeable about the following:

- Improper weight and balance can be a source of uncontrollability. Have a friend you trust do a weight and balance on your aircraft independently of you, and if there is a discrepancy in your figures, FIND OUT WHY!
- Know your CG envelope limits. A nose heavy airplane may not be spinnable, and a tail heavy airplane may not be recoverable from a spin. Too much forward center of gravity will cause elevator effectiveness to disappear at low speeds.

For instance during a full stall landing, the elevator could fade, and the nose would come down--not from a stall, but from loss of elevator power.

- Know how any modifications affect the flight characteristics or ground handling.
- If you have a different engine than is recommended by the designer, what effect will it have on CG and performance?
- If you add anything to the aircraft after the weight and balance has been figured, what will it's effect be on CG?
- If your designer has recommended any changes, find out why. You'll understand your project better.

INSPECTIONS

A good inspection program is essential.

- As you sit in the cockpit, have a friend behind the airplane face forward, and as you move the controls through all axes have him call out what is happening. Include trim tabs.
- Use 100 hour check list completely to check your bird.
- Know your cockpit blindfolded.
- Go through a mental rehearsal of your first flight. First flight can be a pleasant and rewarding experience--or one of sheer terror--it's up to you.
- High speed taxiing should be done well below flying speed. High speed taxiing is done not to check flight controls, but to test tail wheel steering, tracking, and brake effectiveness.
- At completion of taxi test check brakes and lines for leaks.

FIRST FLIGHT

After all preliminary testing and checking has been done you should be ready for first flight.

- Give it power and fly. The low and slow method is not acceptable to many pilots with many hours of commercial testing.
- A good landing is more than 50% approach.
- Uncontrollability should be known beforehand. If you suspect it, check it out before you fly.
- Low and slow is almost like the guy who said, "I'll fly as long as I can keep one foot on the ground," or the grandmother who said to her grandson, "Be careful to fly low and slow, and don't lean in the turns."
- Don't get lured into making your first flight before you're ready by tremendous pressure from "friends."
- You can't make a first flight by the feel of the controls. Fly the airplane by attitude.
- It's a good idea to have another--more qualified--individual test fly your aircraft for you. He can then tell you what problems there may be, what to expect when you fly it.
- It's also a good idea to get some dual time in another home-built of the same design that is a proven aircraft--with a proven pilot. (If it's a two place aircraft.)

APRIL PROGRAM

At our next meeting, Vic Zinn will present a program about Frank Courtney, a World War I aviator who was shot down by Max Immelman. Be sure to join us on April 6, 1981 at 7:30 pm. at the Chapter hangar.

Respectfully Submitted,

Pete
Pete Wiggin

