



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

November, 1981

We had a very well attended meeting this month, with a packed house including 10 guests.

We've had two new members join our ranks this month; Jack Reynolds, from Indianapolis, and Grant Ross, Jr, also from Indianapolis. Grant plans to start building a Long-EZ soon.

NEW INDIANA DOT

Dick Traill reports there has been a reorganization of state government where transportation is concerned. The Aeronautics Commission of Indiana becomes the Aeronautics Division of the new Indiana Department of Transportation. Henry Kazimier will still be head of the Aeronautics division, but will now have less autonomy than before.

PROGRAMS FOR 1982

At our next Chapter Meeting, we will be asking for volunteers to conduct the programs at our monthly meetings in 1982. Be thinking about what you would like to present as a program at a future chapter meeting, and be ready to volunteer your program at next month's meeting.

DOROTHY THOMSON GETS RATING

As most of you know, Dorothy Thomson has been a sailplane pilot for some time now, and has soared to great heights on unpowered wings. She has not been able to fly a powered aircraft, though. Not, that is, until recently, when she passed her flight test, and earned her "Airplane, Single-Engine, Land" rating. Congratulations, Dorothy, and may all your engines run smooth.

TAYLORCRAFT MAKING PROGRESS

Our Chapter Project, the 1941 Taylorcraft we are rebuilding in the Chapter Hangar, is looking better all the time. The fuselage was painted, recently, with Diana Cream Yellow. We took the

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engine off, and assembled the cowling in place on the aircraft, so we could get a better idea what the finished product would look like. It makes one anxious for the day when the aircraft will actually fly.

We're working on the airplane every Tuesday night, starting about 7:30 PM. Come out and join us--the more the merrier!

ALTERNATE FUEL ACTIVITY

I've been receiving an interesting publication recently; SPORTSMAN PILOT, published by Jack Cox, of EAA. I'd like to quote a story from the Fall, 1981, edition:

Most of you are well aware of EAA's work with alternate fuels for light aircraft. Application has been made with FAA for a Supplemental Type Certificate allowing use of auto fuel in the Cessna 150 series... and for the first time FAA has expressed a willingness to examine the results of EAA's test work.

In Europe where fuel prices are far higher than in the U.S. investigation of the possible use of car gas is taking on a new sense of urgency. Several governments are, themselves, doing test work... perhaps having realized that if something isn't done soon, they will have little civil aviation left to administer (and tax). In Britain bench testing of 160 and 260 hp Lycomings on auto gas has failed to turn up any technical problems. And in Sweden a C-90 powered Piper Cub has been flown 350 hours on auto gas. The engine was torn down by the government at 200 hours and found to have no abnormalities of any type. Lead deposit problems previously encountered with 100 LL have disappeared. The Cub has been climbed to 20,000 feet in an attempt to induce vapor lock, but none occurred. Another 200 or so hours will be flown, followed by similar tests on a Lycoming O-320. The Swedish Board of Civil Aviation has agreed in principle to certify small engines for auto gas if tests continue to be successful.

One of the most interesting experiments SPORTSMAN PILOT has heard of is being done by Yorkshire Light Aircraft in England. The outfit is running a Continental O-200 on Jet A-1! Compression ratio has been lowered, the fuel is preheated and the engine is started on avgas, but, otherwise, it's a stock engine. The engine develops 90% of rated power (90hp) on the jet fuel, with no apparent ill effects.

The most interesting quote on the avgas versus auto gas controversy came from an Englishman who, when referring to the use of aviation grade gasoline in small lightplane engines, said, "It's like feeding pigs on strawberries."

BUY-SELL-TRADE

Bowers Fly Baby project 50% complete
Jim McVey RR 1 Box 115 Sheridan, IN 46069

For sale; landing gear for BD-5
Bill Hutchison, 5715 Meadowood Dr, Indpls, 46224

Stinson SR9E project
Jim Mahoney, 703 Milton Ave, Anderson, IN 46012

NOVEMBER PROGRAM

For the November program, Angus and Dorothy Thomson presented a slide and talk show about soaring a mountain wave in Colorado. Angus attained an altitude of 36,000 feet in a sailplane, and Dorothy later rose to 31,000 feet. It was an excellent presentation.

NEXT MEETING

Our next Chapter meeting will be held on Monday, December 7, 1981 at 7:30 PM. Be sure to attend.

Respectfully Submitted,

Pete
Pete Wiggin

