

Experimental Aircraft Association



Chapter 67



NOBLESVILLE AIRPORT
14782 PROMISE ROAD
NOBLESVILLE, INDIANA



MINUTES OF February 7, 2005 MEETING

CALENDAR OF EVENTS:

Lynn Taylor began the meeting with a recap of the meetings and events for the remainder of 2005 for the Chapter:

Description	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Regular Meetings	7	4	2	6	11	1	12	3	7	5
Wright-Patterson	5									
FAA Tower Tour		8								
Pancake Breakfasts				11		13				
Oshkosh Fly-In					25-31					
Family BBQ Fly-IN								9		
Christmas Party										9

He noted that the Family BBQ Fly-in was incorrectly reported in the previous newsletter.

WRIGHT PATTERSON: The trip is tentatively scheduled for March 5, 2005. In addition to EAA members the trip is open to guests. The cost of the trip last year was \$20 for the bus, plus lunch. Those interested in going should contact Lynn Taylor at (317) 774-8724 or Lataylor455@MSN.com

FAA TOWER TOUR: A report was given on the upcoming FAA Tower Tour. Tentatively the tour is scheduled for Friday evening, April 8, 2005 at the Indianapolis Control Tower. Five members may go on the tour at one time. Up to two groups could go on April 8. A sign up sheet was circulated. If more than ten members are interested, the Chapter will look at scheduling additional tours on Friday, April 15, 2005. Interested members should contact Lynn Taylor.

EAA AIR ACADEMY: A resolution was brought to the floor and passed authorizing Chapter 67 to sponsor Chris Higgenbothan to the EAA Air Academy this summer. Chris has funding to attend, but needs to be sponsored by an EAA Chapter. The resolution was approved in general form authorizing the chapter to sponsor other similarly situated youth in the Chapter's area.

YOUNG EAGLES: Richard Hixson reported that the weather did not cooperate for the Young Eagles flight on Saturday January 22, 2005. The primary participants in the flight were to be Boy Scouts in Troop 443 completing their Aviation Merit Badge. However, the Young Eagle Flight will be available to all interested youth. Youth from the ages of 11-17 are preferred. The event is tentatively rescheduled for March 20, 2005, although this date is not yet confirmed. Interested parties should contact Richard Hixson at 317-596-8683 or Hzarcon@AOL.com

OSHKOSH, OLD REINBECK: Doc Swenson shared information on two separate trips sponsored by the Indianapolis Aero Club. The first is a one-day trip to Oshkosh. Cost is \$250. The second is a day trip planned to Old Reinbeck Airport in New York. Those interested should contact Doug Swenson at 317-255-1378.

MEMBER NEWS: With sadness it was reported that Don Dole had recently passed away. His heirs are looking for a suitable organization that would like 98 well built and finely detailed aircraft models. Several suggestions were made.

BUY, SELL OR TRADE: Don Roberts still has his metal propeller for an 180hp Lycoming for sale. He also has the framing for the fuselage and empennage to an EAA biplane. Anyone interested in short (up to 18) pieces of 4130 chromalloy tubing should contact Don and bring their hacksaw.

TRIVIA QUESTIONS: Don Roberts had three nice books to give away and three trivia questions. The answers were:

The longest paved runway is 15,000 feet plus at Cape Kennedy, FL.

The runway is thickest in the touchdown zones and thinner elsewhere.

The only US aircraft company to look at a captured Mitsubishi Zero at the end of World War II was Beechcraft.

GUEST SPEAKER:

Doug Orahood brought in an aileron and other samples of a Champ that he and a partner are restoring. He reported that the fuselage is painted and on restored gear. The windows are in. Essentially the aircraft is complete, except for firewall forward.

Doug then described in detail the Poly Fiber (formerly known as Stits) process for recovering a fabric aircraft. He emphasized the importance of properly restoring and rust proofing inner structures such as ribs. He pointed out the individual components such as ribs or the specialized fabric is not very strong. However once assembled and completed the unit is very durable.

The materials used in recovering and doping the wings and fuselage are quite expensive. However, Doug indicates that the process has been quite enjoyable. There are a number of Champs at the airport where Doug's champ is being restored. He has found this project so enjoyable that he would not hesitate to start on another Champ if given the opportunity.



Submitted by Richard Hixson