



The Leader In Recreational Aviation

Chapter 736 Newsletter for July 2005

MINUTES 6-21-05 CHAPTER #736 MEETING AT BRUCE PATTEN'S SHOP

Sixteen members and three guests attended.

At 7:35 President Mike opened the meeting with an introduction of a new format dispensing with the reading of the minutes and reports, moving right to the program/demonstration segment.

Bruce Patten is building a "T" Craft fuselage from "scratch." He demonstrated the use of his jig to pick up key points necessary for accurate construction. Bruce stated that at the factory "sections" are built up (as he did) and are fastened together to complete the fuselage. Using another non-airworthy fuselage to locate the key points Bruce built up the necessary jig. His current work rests in that jig. He added bracing at the lift strut attach point, against hard landings. He noted that wing ribs were made from aluminum for the 36 foot wing, and that wood was used during the Second World War, then returned to aluminum after. Cessna 150 seats will be incorporated in his design. The fuselage is now ready to blast bead to clean the structure, and epoxy primer will be used.

Bruce then moved on to the "Demonstration" part of his presentation. Having lost a tear drop shaped cover (over spark the plug wire connector) from his engine cowling during take off, and being unable to find it after an exhaustive search, he decided to make one. Plastic sugar scoops were an ideal size and shape so he used one as a pattern to carve out the shape in a block of hard wood. The forming material used is half hard aluminum (5052), .032 in thickness. After clamping the metal to the female form block he pounded the surface down into the cavity with a ball peen hammer until the metal work hardened and would no longer stretch. At this point he removed the metal and clamped on a vice grip pliers to use as a handle. With his welding torch set to a carburizing flame he coated the metal with soot. He then adjusted the torch to a neutral flame and burned the carbon off. When cooled the metal was annealed and could be worked again. Two annealing are adequate to completely form the piece. Sanding and possibly some "fill" creates a smooth finish, ready to install and paint.

Snacks and beverages were available as the conversations aeronautical ensued.

Meeting ended somewhere between 9:30 and 10:30 p.m.

Respectfully submitted by Ed Roy, Secretary

EAA HOLDS FIRST LSA REPAIRMAN INSPECTION COURSE

In yet another Sport Pilot/Light Sport Aircraft first, EAA conducted the nation's first LSA Repairman Inspection course for airplanes this past weekend at EAA headquarters in Oshkosh, Wisconsin. All eight students passed the course, which was taught by EAA's Joe Norris, senior aviation specialist and designated airworthiness representative for E-LSA, Special-LSA and amateur-built aircraft. Successful completion allows the graduates to perform annual condition inspections on any experimental-LSA (E-LSA) airplane they own.

Additional Repairman courses are being scheduled for 2005. The FAA allows no more than 16 students in a course, so those wanting to attend are advised to sign up as soon as possible. Tuition is \$299 for EAA members, \$339 for non-members.

To enroll in this or any SportAir Workshop, or to learn more, call 800/967-5746 or visit www.sportair.org.

EAA ESTABLISHES LIST OF FACTORY BUILT S-LSA

A [complete list of sport pilot-eligible aircraft](#), including special light-sport aircraft (S-LSA), standard category and experimental aircraft, is now available on the EAA Sport Pilot website. EAA assembled the list as an easy reference for sport pilot enthusiasts to learn which aircraft meet the definition of a light-sport aircraft and which of the latest designs meet the ASTM consensus standards for design, production, quality assurance, maintenance, and continuing airworthiness.

For manufacturers to have their S-LSA included on the list EAA must receive a copy of the airworthiness certificate (FAA form 8130-7) to verify the company has received at least one S-LSA airworthiness certificate. If you are a manufacturer or dealer and would like your S-LSA included, please send a copy of your S-LSA airworthiness certificate to EAA Aviation Services, P.O. Box 3086, Oshkosh, WI 54903-3086, or e-mail it to info@eaa.org.

EAA will continue to update this list as more S-LSAs are certificated. EAA will also create and post a list of certificated experimental light-sport aircraft (E-LSA) as they become available.

Tough GA security regulations surface in the Senate

An amendment to the Department of Homeland Security appropriations bill was filed in the U.S. Senate. That following the media hype of four recent airspace incursions into the Washington, D.C., Air Defense Identification Zone (ADIZ) and restricted airspace over Camp David, and two aircraft thefts by unlicensed young people.

The amendment, offered by New Mexico Senators Pete Domenici and Jeff Bingaman, calls for a \$100,000 fine, confiscation of the aircraft, and a five-year loss of flying privileges for "whoever negligently flies an aircraft in a manner that violates the

Washington, D.C., Metropolitan Area Flight Restricted Zone (FRZ) and causes the evacuation of a Federal building or any other public property...." (The FRZ is the 15-nm-radius "no fly" circle around Washington, D.C., that includes the Capitol and the White House.)

"The proposed penalty is extraordinarily harsh — too harsh in fact — but it's clear that members of Congress want to get every pilot's attention that they will not accept any more excuses for these transgressions," said AOPA President Phil Boyer. "And frankly, there is no excuse.

"That's why all responsible pilots must do everything they can to make sure their aircraft and airports are secure and that every member of our community understands the consequences of security violations. The transgressions of a few are tarnishing all of us who fly, and their actions may impact our freedom of the skies," said Boyer.

U.S. POST OFFICE TO LAUNCH NEW AVIATION STAMPS AT EAA AIRVENTURE OSHKOSH

First-Day-of-Issue cancellations available on July 29

Ten classic American aircraft from the 1930's, '40s and '50s take to the skies in the form of postage when the U.S. Postal Service dedicates the *American Advances in Aviation* commemorative stamp sheet at the world's premier air show, EAA AirVenture Oshkosh 2005. The Friday, July 29, first-day-of-issue ceremony will take place on AeroShell Square at 10 a.m. in the shadows of at least six of the rare aircraft depicted on the stamps. Many pilots and crewmembers of these historic aircraft will also take part to discuss their experiences.

The stamps will be available at Post Offices and Philatelic Centers nationwide on Saturday, July 30.

The stamp images include:

- Boeing 247 and B-29 Superfortress
- Consolidated PBY Catalina and B-24 Liberator
- Lockheed P-80 Shooting Star
- Grumman F6F Hellcat
- Republic P-47 Thunderbolt
- Northrop YB-49 Flying Wing
- Engineering and Research Corporation Ercoupe 415
- Beechcraft 35 Bonanza

Next Meeting

Our next meeting, the last before our 2005 Fly-In, will be held at OWK on Tuesday, July 19, 2005 at 7:30 p.m.