



Twin State Flyers

Newsletter

February 2011

EAA Chapter 740

PO Box 5530, West Lebanon, NH 03784

Next Meeting:

Tuesday, February 8th, 2011

6:00 – Pot Luck!

Signal Aviation - KLEB

****** Reminder that dues are due! ******

Note From Our Membership Coordinator

If you haven't heard it yet,
DUES ARE DUE NOW!!

If everyone pays up promptly we can produce a roster soon after instead of **July 4th**.

Please send your check to:

EAA Chapter 740

PO Box 5530

West Lebanon, NH 03784

Cash or check will be acceptable at the Feb pot luck on Feb 8th.

Welcome new members:

- Keith Borgstrom Lyme, NH - Project Zenith CH 701
- James Petersen, Woodsville, NH - Project Air Bike

Items of Interest

- **Chapter Logo Shirts**

The chapter logo shirts are in. Most people have picked theirs up. Dan will try to remember to bring the rest to the February meeting.

Upcoming Events

Date	Event	Location
Feb 19-20, 2011	<u>Skiplanes meet at US/Canadian border</u>	Lake Memphremagog
Mar 19-20, 2011	<u>2011 Glider Ground School</u>	Clifton Park, NY
Jun 18, 2011	<u>Taildragger fly-in</u>	Rutland, VT
Oct 1, 2011	<u>Leefpeepers fly-in</u>	Rutland, VT

Chapter President's Corner

A few years ago, Judy and I were in the habit of taking weekend trips in the airplane. We were based in Lincoln, Nebraska at the time. Judy would pick the destination and make all the arrangements for lodging and ground transportation. I did the flying. This is a story about one of those flights...

Judy and I were flying eastbound over South Dakota. We left Custer, South Dakota about an hour or so earlier after a weekend trip to the Black Hills. We planned to stop at Mitchell for fuel, then return to Lincoln. The radio was relatively quiet except for the occasional Hawker, Gulfstream, or King Air reporting downwind to some rural airport. Must have been corporate pilots delivering their executives to prime pheasant hunting grounds. Huron radio gladly accepted our position reports and was very helpful with information. Ceiling and visibility were unlimited and we had a light tailwind. It was a great day for flying.

About 15 miles west of Mitchell I called the Unicom for advisories. Nothing. Oh well, the ASOS was working so we just planned a crosswind entry to 17 and self announced all the way in. The airport looked good from the air, and everything was quiet on the radio. As we taxied in from the runway, we were directed to the front and center of the ramp, directly in front of a Bonanza and Citation. Front and center was a bit different, but I did need fuel. I expected the normal "top both sides" question when Judy opened the door, but instead we were greeted by a friendly *"first airplane I ever did an annual inspection on."* Really! *"Yep, it used to be my Dad's airplane."* No kidding! *"I've been listening to you all the way in. I recognized the tail number and wondered what she'd look like now."*

That was certainly an unexpected greeting. After I regained my senses, I recognized Dwayne's name from the maintenance logbooks. It was the perfect opportunity to ask about a couple of entries from back in the late sixties. Dwayne remembered the details exactly. I invited Dwayne and his brother to look the airplane over as much as they liked and they decided to call their Dad. Before long, it was like Old Home Days around the Cherokee. Yes, the paint was still original, so was the interior. Yes, we try to take good care of her. No, it has never been owned outside of the Central Plains. Yes, she still flies good. I know the cosmetics need a bit of work, but the old airplane still looked pretty good to the previous owners. We spent a comfortable hour and a half visiting on the ramp, then it was time to go.

Sure enough, it must have been pheasant hunters. Just as boarded the Cherokee, two vehicles arrived on the ramp with families, dogs, and hunting equipment. The kids and dogs were more or less controlled as folks began loading equipment into the Bonanza. We cleared the ramp as soon as possible and departed the airport with a wing-wave to the previous owners. The radio was busier now and the trip to Lincoln went by quickly as we talked with Minneapolis Center and reflected on the unexpected pleasure of meeting one of the previous owners of our Cherokee. Aviation is like that. A surreal blend of unexpected adventure, unique experience and great people.

Russ Kelsea

Dave Lenart's Bearhawk

N942VT received its airworthiness cert on November 6, 2010 after a visit from Joe Gauthier, DAR out of Brainard Connecticut. Joe was happy with the overall construction and commented on the detail put into my Bearhawk, he was very helpful with little adjustments that he recommended and I later followed through on. My Bearhawk came from the Avipro factory back in June of 2006, sold originally to Russ Mager of Washington state, it was sold once to another builder in Washington and then later sold to me in February of 2009. Not much had been done with the kit although it was on its gear and many of the needed parts were purchased when I hauled it cross country to my shop in Vermont. I began work right away and things went very well considering this is my first aircraft project, due in no small part to the helpful input of the Bearhawk community. I have to thank especially Mark, Budd and Bob himself for putting up with my endless and sometimes stupid questions as I learned the process, terminology and methods of aircraft construction. My EAA chapter 740 was a huge boost also, these guys took me under their wing and showed unusual interest in the project. I am a low time pilot with only C172 experience before the Bearhawk, in fact I had a grand total of 65 hours before my tailwheel transitioning began, which was done in a great little Piper Pacer. Kevin Burbank out of Concord New Hampshire was the best tailwheel instructor I could have hoped for and more and he signed me off on October 10, 2010.

My Bearhawk is equipped with one of Bob's ultimate O360 EXP's set up at 190 HP, allot of thought went into which motor to use but I am very happy with my decision. I have an 80 inch Hartzell C/S prop off a Piper Cherokee that was gone through by H&H propeller in Burlington NC, this prop was suggested by Bob as a good combination with the motor and follows the pattern of his Proto 1. Some of the other features of the plane are - Single HID landing light in the nose bowl, 700-6 Airhawk tires, Double puck Cleveland brakes, AK Bushwheel tailwheel, Dynon D100 EFIS, Grand Rapids EIS, Lowrance 2000c GPS, Icom A210 radio, KT78A transponder, Backup ASI, PSI 1000 II intercom, Electrical system with 60 Amp alternator and backup essential buss, Full skylight, Fabric interior painted white, Tweed upholstered seats and kick panels with lots of pockets and map holders, Four point harness with center cross tube, Smoke Lexan side windows and skylight, Custom paint using the Stewart Systems waterborne urethane paint. The empty weight with 8 quarts of oil and every nut bolt and fairing installed came in at 1386 lbs.

My first flight was on Nov 21, 2010, just an hour long but what a rush. I had become used to the Pacer trying to kill me for some unknown reason and was ready for it when I flew the Bearhawk for the first time but I found it to be much easier to handle, especially in the critical period just before lift off and just after touchdown due to the greatly increased power and rudder effectiveness. Now remember I am pretty green so none of this is a suggestion but it usually goes like this - Line up straight with neutral trim, no flaps, full power, some right rudder to maintain centerline, push stick full forward, tail comes up in a second or two, good visual picture now, right rudder, lift off when she wants ready or not which is usually sooner than expected at 50 - 55 knots, more right rudder now with lots of torque, climb at 80 k, check the EIS, everything OK, right rudder stupid, pattern altitude before making left turn which requires right rudder at first to counter torque and adverse yaw which I am still getting used to, throttle back to 2200 RPM and everything gets real quiet compared to the ungodly roar of take off with no mufflers, abeam the numbers back off to 1800 RPM, two notches of flaps and trim for

70 K, turn base and maintain 70, turn final and adjust as needed, maintain 70 till over the runway, flair down to 65 - 60 or so, watch for the balloon, stick back for a good three point and get busy on the pedals again although it's not nearly as busy as expected, brakes work good and I'm stopped in the first quarter of the runway. I've been doing some wheel landings lately which I do with no flaps and a little more speed at about 80 K or more, got to work hard to keep the tail up and busy on the pedals but I find I like them allot now after being somewhat afraid of them at first.

Over the last 12.8 hrs flown I've done some slow flight down to 40 knots, three notches of flaps and she flies nice, a little mushy as expected but very controllable. Steep turns, turns around a point, Dutch rolls all leave me with a confident feeling. Last week I did some power off and on stalls, I'll have to do some more to get accurate airspeed numbers but each power off stall was very docile with just a mild nose drop until we're flying again, no tendency to drop a wing. Power ons are uncomfortably steep and noisy but still no wing drop and essentially the same result as power off. In cruise flight at 125 knots I pushed the nose over to get the needle in the yellow range up to about 160 knots, you can tell your moving now as the wind rushes by but no bad noises or vibrations. I'm working on getting used to the constant speed prop, coming up with a good cruise setting but for now I usually set at 24 inches and 2200 RPM, I notice an increase in vibration as the prop is advanced which Bob recommends may be solved with dynamic balancing.

Overall I am very happy with what I have and am looking forward to exploring the full usefulness of the Bearhawk with my wife Laura beside me. I cannot emphasize enough how much confidence this airplane conveys to a pilot like me with low time, no tailwheel experience until this fall, not one second of stick time, and a first time builder. I think this is a great testimony to the design of the airplane as well as the quality of construction done by the Avipro folks. I have heard many say that the Bearhawk is not the ideal first time project as there is a good deal of fabrication still to be done but I disagree. Yes, it may be more intensive than an RV which has less in the way actual fabrication to do but when finished you really know your ship well and the process I think makes you not only a better builder but a better pilot in general. I understand every single system of this airplane and that gives an incredible amount of confidence that can only be had through the homebuilt program. For those of you still building, keep it up, it's all worth it in the end.

I am really having withdrawals to the building process and find myself wondering how cool a big set of tires on a Patrol would be - so who knows...

Meeting Minutes from January Meeting

Meeting of EAA Chapter 740 was held at Signal Aviation, LEB, Tuesday, Jan 11, at 7:00 PM

There were 14 members present, including two new members....Keith Bergstrom of Lyme, NH, and Jim Peterson, of Woodsville, NH. Jim is building an ultralight, and had some questions regarding the wood he's using for the spars. The aircraft has a metal airframe with fabric covering, and a wooden wing structure with fabric covering. Welcome aboard, Keith and Jim.

The first half of the meeting consisted of planning for our events of the upcoming year:

- Next month (February) will be our annual "pot luck" offering, which means we should all bring something in the food department. Wives or significant others too, by all means!
- Someone suggested we should ask Dave Pebbles over for our March meeting. Dave is a technician from the FAA, and gives excellent presentations on aircraft maintenance.
- April and May are open for suggestions, if any of you has any ideas.
- June, July, August and September are being held open for our cookouts, unless someone has better or alternate ideas.
- The idea of a trip to the New England Air Museum at Bradley IAP was suggested, perhaps in October or November.
- And of course, our annual dinner, as usual will be held in December.

The second part of the meeting was a presentation by Joel on the Boeing B-47, which he flew while in the Air Force. This aircraft was a real pathfinder....the first large swept wing aircraft with pod mounted jet engines. Virtually ALL jet aircraft, both military and civilian, are still of this familiar configuration. The B-47, which first flew in 1947, was fast (600+ mph) and flew high (in the low 40,000 foot altitudes). It was a front line SAC aircraft until 1966, and some variants, like weather and recon birds (et.al.) flew on for several more years. Quite a machine.

Fly (and drive) safe!

January 11, 2011 Executive Board Meeting Notes

Executive Board convened at 6:02 pm.

The Board reviewed and acted on 2011 Chapter Renewal documents:

- Chapter meeting, website, and contact information;
- Chapter officers, membership coordinator, Young Eagles coordinator, Flight & Technical counselors;
- Chapter Renewal Agreement which specifies Chapter responsibilities, limitations, and obligations; and
- Chapter insurance covering general liability for the chapter.

The Board authorized expenditure of a \$100 matching donation to the EAA Peter Burgher Challenge, benefiting Chapter websites, newsletters, and other chapter operations. This expenditure is expected to return benefits in reduced costs for website hosting.

The Board confirmed that the Chapter's status as a corporation has been renewed with the State of New Hampshire.

The Board reviewed the Chapter's current status with the Internal Revenue Service. Treasurer Christy will continue to follow-up on this issue.

The Board discussed Chapter Program planning and suggested possible programs:

- John Barker, Arctic Tern aircraft manufacturing on-field at Lebanon, also associated with Old Rhinebeck Aerodrome.
- Aircraft History, including Reeve Lindberg, B-24 with Mark Natola, or Luscomb evolution.
- Aircraft metal working with focus on custom techniques such as English Wheel, burnishing hammer, etc.
- International Aerobatic Club dealing with planning and flying aerobatic routines.
- Glider tour at Soaring Club in Springfield, VT (KVSF)

The Board discussed the Chapter Newsletter:

- Content to include:
 - meeting minutes
 - member written articles
 - President's Column
 - for sale or trade items
 - calendar of events
- Issue newsletter about 10 days prior to monthly meeting
- Post electronically in pdf format on Chapter website, email link to members

The Board discussed availability of logo stickers. As a result of renovations to the Chapter trailer, the Chapter has Twin State Flyer, Inc. logo stickers available. Chapter cost is about \$3.00 each. The stickers are full-color and about 4 inches in diameter.

Executive Board adjourned at 6:57 pm.

Note From the Local Civil Air Patrol Squadron

We Need You!



Are you a pilot that is looking for a way to combine your love and skills for flying with a way to serve your community and country? Then Civil Air Patrol is something you should consider. We are a civilian based, all volunteer auxiliary of the United States Air Force.

The Lebanon Squadron currently has a Cessna 182T in a hangar on the Executive ramp that is looking to fly. Flying missions can include proficiency, search & rescue, disaster relief, homeland security and cadet orientation flights. Many of these are funded flights. Even better if you are a CFI; you can also assist us in completing our training and check rides.

Besides the 182T currently here in LEB, NH Wing also has 3 C182T w/Nav III glass cockpits and a C172S that are available for flights.

Contact: Keith Merrick @802-333-9598, kmerrick@lebanoncap.org



Check us out on the web
lebanoncap.org - Lebanon Squadron CAP
nhwcap.org - NH Wing CAP
gocivilairpatrol.gov - National CAP

CIVIL AIR PATROL *...performing missions for America!*

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Classifieds

Misc Avionics For Sale:

1. KX-170B Nav/Com, with tray.
2. KI-208 Indicator (VOR/LOC needle, no glideslope).
3. KR-86 ADF (indicator built into radio), complete with tray, loop and sense antennae, full length uncut cables.
4. Trans-Cal Encoder D120-P2-T (optical-electro-mechanical)
5. LORAN, complete with tray and antenna (in case anyone wants a museum piece)

Items 1-4 working when removed. Prices negotiable. Contact Russ Kelsea - 603-664-7650

Airplane For Sale:

- Taylorcraft bc12-D project. Contact Charlie Zue at clzue@valley.net or 802-685-3182

Airplane For Sale:

- 1975 Grumman AA1B Tr2 - Contact DJ Merrill - <http://deej.net/forsale/>

Airplane For Sale:

- 1976 C-182P; Continental O-470S1; McCauley 2A34C201/90DA-8 , always hangared, fresh annual(9/10), ~7160-TT,~560-SMOH, Tannis Engine Heating System, King & Garmin avionics (GMA-340, GNS-430, GA-56, GS-106A, AK-550-6, KX-165, KT-209, GTX-327), CESSNA NAVOMATIC 300A autopilot, 4-place intercom, 4 David Clark Headsets, GREAT value with many extras(i.e., Glare Shield, Newly Upholstered Front Seats, Front Passenger 6" by 10" camera window, FAA 337modified floor below pilot's seat for camera, etc.), \$116,000, (603)787-6771, jgodston@charter.net

Airplane Partnership For Sale:

- 1964 Cessna 172E. 180 HP engine. 5 total owners. Based at CNH. Contact Dan Truesdell - 603-558-1648

Twin State Flyers

EAA Chapter 740



2011 Officers and Directors

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Tom Williamson - Vice President - 603-664-7650
Steve Christy - Treasurer – 603-448-2427
Dave White – Secretary - 603-927-4984
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Braxton Freeman – Young Eagles Coordinator - 802-738-6539
Tom Williamson - Webmaster – 802-436-2868

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