

I.A.C. Chapter 88 Southeastern Michigan

NEWSLETTER

March 2010

www.IAC88.org

Chapter Meeting Notes, Feb 21, Howell

Meeting was called to order by President Sandy at 1:00 p.m. at the Howell Airport Terminal.

Members present were: Wayne Buescher, Robb Butts, Mary Gowans, Sandy Langworthy, Don MacDonald, Gunter Niederbacher, Hugo Ritzenthaler, Patrick Setsuda and new member Chris Mulder.

Guests: Bill Donberg and Nick Harwood, both from Northwestern Community College

Secretary: no report ? minutes are included in the February Newsletter.

Treasurer: Robb reported that we are solvent.

Calendar: April 17 at Marine City , rain date is April 18. If both dates are rained out, the meeting will be Sunday, April 18 at Howell Airport Terminal as usual.

May 17 at Marine City

June 12 at Marine City

Old Business: Robb will be purchasing the nails to hold down the new competition box.

Chapter URL: Robb Butts updates the website after the monthly newsletter is sent.

New Business: Note Change of Date for the Judges School at Bellefontaine (KEDJ), Ohio : New date is April 10 - 11. Check website for other information. Brian Cooper is the coordinator for the Judges School .

Nancy is still waiting for information from FAA about the seminar.

Critique Days:

April 17 in Marine City , Rain date is April 18,
May 15 (rain date May 16)
June 12 (rain date June 13)

Check website for any changes. Gunther will be making an email list of Michigan pilots to notify them of our dates.

The Aresti figures publication was discussed. You can find it on the website and purchase it on email for about \$20 (13 Euros).

EAA Contest Insurance. Good news!!!! EAA Contest Insurance now covers regional aerobatic contests - that means we are covered under EAA now. For more information, see page 3 in the February 2010 IAC Aerobatic Magazine on President Doug Bartlett's page.

Robb announced the fees for our competition:

\$70	Primary
\$90	All others
\$10	Overnight hangar fee
\$20	Banquet

Wayne Buescher informed the members about a new free program that helps you make up your free program. Look up the website for OLAN ? ACRO Exploder has link. Email Wayne at wbrv@aol.com if you want information from him about the use of the program. Patrick found OLAN on a link at aerobatics.org.

Don MacDonald commended Hugo on the article he wrote for the February Newsletter.

Hugo motioned to adjourn the meeting at 2:30, seconded; motion passed.

Respectfully submitted

Mary Gowans

Secretary

The Judges Corner

99,

For those of you who've had troubles with question 1 on the R&C exam, you're not alone. I too, struggled with this question when posed to me. The confusion lies within conflicting wording between chapters 1 and 4 of the rulebook, which was not apparent until the original question was posed. There is a "most correct" answer but arriving there depends on the path through the rulebook one takes so there really isn't a right answer. The conflicting text in the rulebook should not impose practical problems at contests but nevertheless will be fixed for next year. So I've revised question 1 on the R&C in both the online version and a new PDF will be posted to the website shortly. To tell if the PDF you have is correct, look for "100303" at the bottom of the page. The "100207" version should be discarded.

Anyone who's already taken the R&C before today will get credit for question 1.

10's,
Greg

Greg Dungan, Chairman
IAC Judge Education and Certification
301.757.4145 (office)
240.925.0980 (mobile)
Greg.Dungan@verizon.net
Gregory.Dungan@navy.mil

IAC information

The Parachute rigger guy

Hi Sandy,

This is Mark McManamay, the parachute rigger guy that has done the presentations in the past for IAC 88. It is that time of the year again for people to get their rigs repacked. I was wondering if you could let members know that I am available for repacks anytime. I would also be willing to come pick up rigs at one of your meetings if I know that there are 6 or more. I am still located 1 mile from ARB and I am always willing to meet people there if they want to fly in.

I hope that things are going good for the chapter this year.

Thank you,
Mark McManamay
734-657-1493

markmcan@umich.edu

New Airman Certification

If you have not applied for your plastic version of your Airman Cert, I would do so now. Time is running out, end of March.

http://www.faa.gov/licenses_certificates/airmen_certification/expiring_paper_certificates

“Pilots cannot exercise the privileges of their PAPER pilot certificates after March 31, 2010. Certificates issued under 14 CFR Part 63 and 65 will expire March 31, 2013.”

I would also highly recommend you remove your SSAN from the Cert. Trust me on this one.

I have provided the link below. You will need to Reg an account to process on line. Only takes a few minutes. I also attached the FAA Form 8060-56 if you want to do it by paper. Will take longer, 4-6 weeks at best. It will be longer due to backlog.

http://www.faa.gov/licenses_certificates/airmen_certification/airmen_services/

Bob Buickley

New Members

Chris Mulder



My interest in aviation all started with my grandpa, he had his pilot's license and had me involved in flying at a very young age. We lived right by a small airport west of Grand Rapids and by the time I was three or four years old I could point out a Cessna or a piper. We would drive to Ottawa Executive airport and watch the planes take off and land all day long, that is where I fell in love with flying. We would go to Oshkosh every year, weather we had to sleep in the back of the car or in a tent, we went there and I remember looking up at people like Sean Tucker and hoping that would be me someday.

I had my first airplane ride on my fourth birthday, and to this day I can still remember it like it was yesterday. My grandpa bought a Piper Cherokee 140 when I was nine years old, he would take me flying at every chance we had. By the time I was ten years old I had the controls in my hands, still falling deeper in love with flying. I started flying glider in Ionia Michigan with Benz Aviation when I was 13 years old, made my first solo in the Schweizer 2-33 just after my 14th birthday and moved on to a Schweizer 1-26 single place. I loved flying gliders, being towed up to 2500 feet and releasing from the tow plane only to climb to 5000 feet and stay up for hours with no engine, no loud sounds, just flying.

I was offered a job working the line at Ionia County Airport when I was 14 and still work there part time and seasonal. When I was 15 years old I started training in a Piper Archer and my

grandpas Cherokee 140, I soloed both airplanes and got my driver's license on my 16th birthday. I was lucky enough to have the support of my family and be able to drive to the airport and go fly whenever the weather was good and I ended up getting my private pilot's license when I turned 17.

A few days after I earned my Private Pilots License It just happened to be spring break from school, so I was again fortunate to have the support from family and I got the chance to go out to King City, California and fly a Pitts S-2C and S-2B with Sean D. Tucker's aviation school to do some spin training and upset maneuvering training. The first time we rolled the Pitts upside down I fell in love with aerobatics.

Then spin training turned into full on aerobatic training, and before I knew it I was back the next year to fly the Pitts S-2B and the Extra 300. I had the opportunity to fly a large variety of airplanes, to this day I can count 26 different types of airplanes/gliders that I have flown. So when I was 18 I had been flying a brand new Cessna 182 G1000 out of Ionia, so I decided to take my Mom down to Red Stewart Airfield in Ohio in the 182 so I could start working on my tail wheel endorsement in a J-3 Cub and also fly the Super Decathlon and brush up on my aerobatic skills. After that flight I was defiantly addicted to aerobatics and continued try to find ways to fill my need to hang from the belts.

I then earned my instrument rating at 19 through Benz Aviation. But every day I had my nose in a Trade-a-Plane magazine looking for a Pitts for around \$2,000 (= but never had any luck with that! Well one day I was flying around to different airports dropping off flyers for a pancake breakfast/poker run in Ionia, I had just dropped off a flyer at Ottawa Executive Airport and was just about to leave when I saw a hangar door slowly open with a blue and white Pitts S-2B inside, I couldn't believe it, she was right under my nose the whole time.

Again with the support of my family I ended up bugging the two gentlemen who owned it into letting me join the club to be a third owner of a Pitts S-2B! I flew the Pitts about 30+ hours in a matter of a couple months before the snow hit and I was off to school in Traverse City at Northwestern Michigan College where I have received my commercial rating, I am currently working on my Multi-Engine and CFI. My goal is to fly for the Air Guard or fly Corporate. I am very excited to enter my first aerobatic competition this summer and learn as much as possible from other people this year.

Chris Mulder

Air Speed Anomaly - Sharing Another Experience

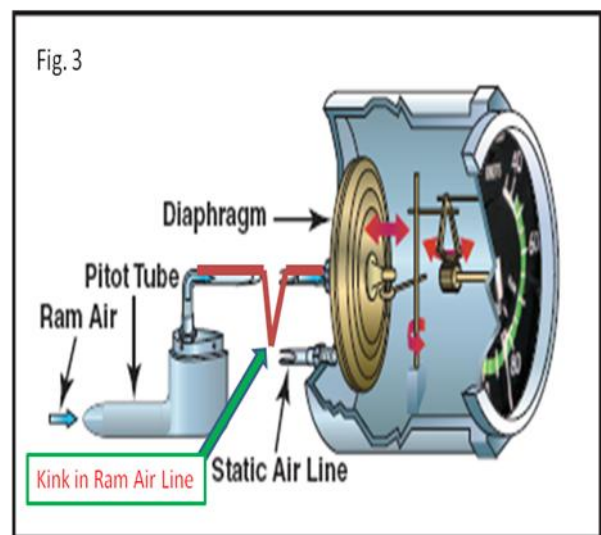
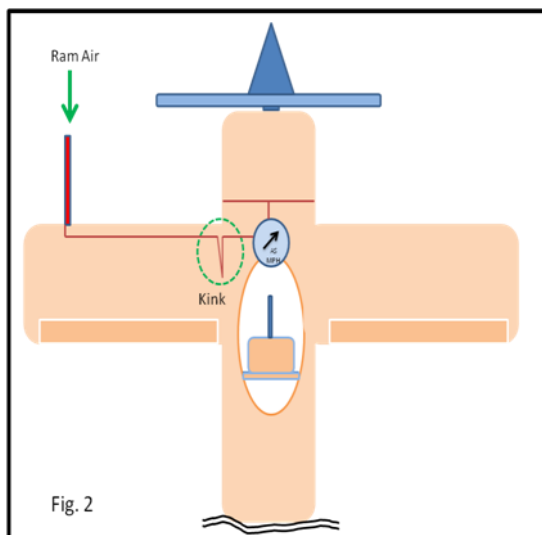
by Hugo Ritzenthaler

It was one of those very rare occasions during my 30 years of aircraft ownership that I did not accompany the annual inspection of my Pitts. Normally, I was right there to learn about the condition of my aircraft. This one year I was not on-site while the inspection was performed. When it was time to retrieve the Pitts after completion of the annual inspection, I performed a routine pre-flight before flying back to my home base. I did not notice anything different from the ordinary during the flight home, except while setting up for landing, I noticed that the airplane was considerably slower compared to what the airspeed indicator indicated. Having flown hundreds and hundreds of approaches during the 10 years I had been flying my red Pitts S1S at that point of time, I knew what 100 mph indicated felt in form of stick control. Somehow, the airplane was mushy and visibly slower compared to what I was used to. Paying much attention to control input and adding power I managed to land without incident. While taxiing after roll-out I noticed that the airspeed was still indicating an airspeed of some 60 mph (**Fig.1**). While taxiing back to the hangar, the airspeed gradually decreased. Something had to be wrong with the airspeed indicator system. An immediate inspection of the pitot tube and static port did not render any explanation for this anomaly.

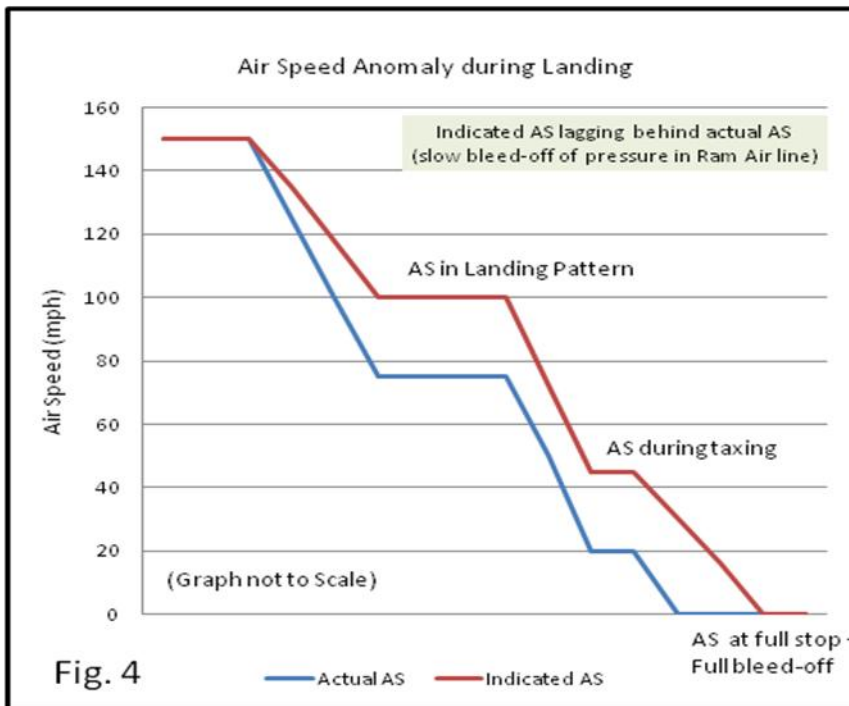


Fig. 1

Next day I went back to the airport with the intention of getting to the bottom of this problem. I took the Pitts up to a safe altitude and started to observe speed in relation to altitude. To my surprise I noticed that by pulling up from level flight my airspeed increased visibly. Certainly, that was contrary to all laws of physics. It seemed like my airspeed indicator converted into an altimeter. Well, I had just reconfirmed that there was a real problem with my air speed indicator system. Making another "fly by my pants" landing it was time to drill deep and wide. Since I could not find anything wrong with the pitot tube and static air port, I decided to trace back the air line from the air speed indicator gauge to the pitot tube. This required removing the sheet metal at the side where the poly tubing enters the wing from inside the cockpit. To my surprise I found the ram air hose kinked right outside the side panel before it entered the leading edge of the lower wing (**Fig. 2**). This kinking of the poly tubing most likely happened when the side panel was re-assembled at the completion of the annual inspection.



This explained why the airspeed increased while gaining altitude. Over time, the ram air pressurized the diaphragm, pushing air through the kink in the poly tube (**Fig. 3**). At altitude, due to the restriction (kink) in the poly tube, the air in the diaphragm could not bleed off sufficiently fast, thus, allowing the trapped air to expand while gaining altitude (decrease of static air pressure), which caused the air speed indicator to show an increase in airspeed. The same effect, namely the lag in the bleeding off of air pressure in the diaphragm, was causing the airspeed gauge to show a higher reading during the landing approach and the taxing (**Fig 4**).



After cutting out the damaged part and splicing the poly tube, I carefully re-assembled the side panel making sure to avoid another kinking of the air line. A subsequent test flight confirmed that the corrective measure was effective.

Looking back, if I hadn't been so intimately familiar with this aircraft's flight characteristics, and instead had flown the approach by the "numbers", the landing could have had a totally different outcome.

ANNUAL FRASCA FLY-IN

*Frasca Field (Airport Locator: C16) Urbana, Illinois
June 25, 26 & 27, 2010*

EAA and SAA Members Welcome



Rudy Frasca has once again offered to host a fly-in at Frasca Field on June 25th - 27th. We invite you, your Chapter members and aviation friends to participate in this special gathering.

Free camping will once again be available (*please bring your own tie downs*).

Early Arrivals: Friday, June 25th

Lunch BBQ/Dinner/Movies in the Hangar: Saturday, June 26th

Depart for Home: Sunday, June 27th

Hotel reservations can be made at: Eastland Suites Hotel
1907 North Cunningham Avenue
Urbana IL 61802
Phone: (217) 367-8331
Toll Free: (800) 253-8331

Please RSVP to Tom Frasca by calling (217) 367-8441 (feel free to leave a message) or e-mail: tfrasca@frasca.com. **Please include the number of guests in your party.** Tom's mailing address is as follows:

Tom Frasca
Frasca International
1402 E. Airport Road
Urbana IL 61802

We look forward to seeing you at Frasca Field for this amazing aviation gathering. Please share this event information with all interested parties.

See you there,
Paul H. Poberezny
Founder
Experimental Aircraft Association
(e-mail: ppoberezny@eaa.org)



Chapter 88 Calendar

For back issues of the newsletter, and other chapter information please go to the chapter web site.
 Note: All chapter meetings are held on the **third Sunday** of each month at **1:00pm** at the **Howell Terminal Building** Howell MI, unless stated otherwise. Chapter meetings in conjunction with Critique Sessions are held at the airport on the day of the event. If the weekend is rained out the meeting will be held Sunday in Howell.

January 17	Chapter Meeting	Howell, MI (KOZW)
February 21	Chapter Meeting	Howell, MI (KOZW)
March 21	Chapter Meeting	Howell, MI (KOZW)
April 10/11	http://www.iac34.com/JudgesSchool.htm	IAC CH. 34 - Bellefontaine, OH
April 13 - 18	Sun 'N Fun	Lakeland FL (KLAL)
April 17 (Sunday Rain Day)	Critique Session / Chapter Meeting	Marine City (76G)
May 15 (Sunday Rain Day)	Critique Session / Chapter Meeting	Marine City (76G)
June 12 (Sunday Rain Day)	Critique Session / Chapter Meeting	Marine City (76G)
June 17 - 19	Ohio Aerobatic Open	Marysville, OH (KMRT)
July 8 - 11	2010 Michigan Aerobatic Challenge	Jackson, MI (KJXN)
July 16 - 18	Salem Regional Contest	Salem Illinois (KSLO)
July 26 - Aug 1	EAA AirVenture 2010	Oshkosh
August 13 - 15	Doug Yost Challenge	Spencer, IA (KSPW)
September 9 -11	Rebel Regional	Union City, TN (KUCY)

Chapter 88 CONTACTS

President	Sandy Langworthy	slang99@comcast.net
Vice President	Nancy Wright	work: nmwright@bf.umich.edu home: gatsby2263@charter.net
Secretary	Mary Gowans	gowans@msu.edu
Treasurer	Robb Butts	rbutts@live.com
Web Master	Robb Butts	rbutts@live.com
Newsletter Editor	Gunter Niederbacher	gniederbacher@yahoo.com
Contest Director	Robb Butts	rbutts@live.com
Volunteer Coordinator	Ed Decker	hottuna@centurytel.net



I.A.C. Chapter 88 Southeastern Michigan
MEMBERSHIP INFORMATION / Renewal FORM 2010

Annual Dues are **\$20.00**. If joining after July 1, the dues are **\$10.00** for the remainder of the year.
Send to: Robb Butts, Treasurer 1702 Sycamore Ct., Saline, MI 48176.

NAME: _____ SPOUSE: _____
ADDRESS: _____ PHONE: () _____
CITY: _____ STATE: _____ ZIP: _____
EAA MEMBERSHIP NUMBER: _____ EXPIRATION DATE: _____
I.A.C. MEMBERSHIP NUMBER: _____ EXPIRATION DATE: _____
CHECK HERE IF YOU WOULD LIKE TO RECEIVE THE CHAPTER NEWSLETTER BY EMAIL: yes ___ no ___
YOUR EMAIL ADDRESS: _____

AIRCRAFT STATUS: _____

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BUILDING: _____

ADDITIONAL INFORMATION:

DATE: _____