

# EAA CHAPTER 104 NEWSLETTER

## EAA CHAPTER 104 MONTHLY MEETING

*Friendship & Flying – “For The Fun of It”*

*June Meeting will be conducted in the EAA chapter Room at the Porter County Regional Airport (VPZ) 4207 Murvihill Rd. Valparaiso, IN 46383 at 7 PM*

**MONTHLY CHAPTER MEETING TUESDAY- June. 11<sup>th</sup>, 2013**

**Socialize & Coffee-6:30 pm – Meeting: 7:00pm**

**CHAPTER WEBSITE: [www.eaa104.org](http://www.eaa104.org)**

**See you at the June. 11th meeting. Bring a Friend.**

**Remember the meeting is at the Porter County Airport (VPZ)**

**Experimental Aircraft Association**

**Jim Haklin, Editor**

**3363 W. 1350 S.**

**Hanna, Indiana 46340**

**FIRST CLASS**

### EAA CHAPTER 104 MISSION STATEMENT

Foster, promote, and engage in aviation education.

Promote, encourage and facilitate membership in the Experimental Aircraft Association.

Support and promote the mission, vision, goals and objectives of the EAA

## Presidents Page

**Rick Rozhon**

**June 2013**

[EAA104.ORG](http://EAA104.ORG)



Our pancake breakfast was held as scheduled on June 2 at Starke County Airport(OXI). The weather forecast was touch and go all week but it looked like we would have decent weather on Sunday. The forecast wasn't quite true to itself. Early morning was clear with VFR ceilings and winds out of the south west. Within a few hours, the ceilings fell, temperature dropped and winds shifted to the north and it was

MFVR at Starke. We still managed to have 10 to 15 fly in's early in the day. We had a moderate walk in attendance, good chapter support, lot of help setting up and taking down which made the endeavor more enjoyable. I have had positive feed back from all and the chapter is looking forward to doing this again.

### **What? A BLIMP over VPZ?**

I was at the airport on Monday (June 3<sup>rd</sup>) preparing to take a short flight. Off to the southeast I could see something hanging in the sky, at first it looked like a balloon. As it got closer, I could see it was a Blimp. Winds were variable at the time but were predominately out of the north at about 7 kts. It looked like the angle of attack was oscillating up and down and a very slow pace. At the time, I wasn't sure what he was doing. The blimp flew directly over my hanger so I was able to squeeze off a few camera shots. According to web blogs the blimp was headed to Chicago for the week end.

Here's a few facts about the DIRECTTV from Wikipedia.

"The DIRECTV blimp launched in October 2007 at the MLB World Series in Boston and has been seen all over the United States since its inception. The blimp flies mainly over live sporting events but has also been seen at other entertainment and charitable venues. This second generation A-170LS Video Light sign Lightship features the state of the art video screen that displays full color video images day or night. This light sign, the only one of its kind in the world, is used to display messaging and advertising for DIRECTV. The blimp has been recently spotted on Twitter as followers track the journeys of the blimp from one event to another. The airship is owned and operated by The Lightship Group, an advertising company based in Orlando, FL.[1] The DIRECTV blimp was one of the 3 airships that took part in a blimp race held over NYC on July 4, 2011.

The A-170LS Light sign Lightship is a relatively new product for Lightships and enables a client to take advantage of 21st century technology to interact with its customers and activate any promotional campaign by the ability to change the message almost instantly.[2] Manufactured mostly by American Blimp Corporation, the airship has a length of 178 ft (54 m) and a width of 46 ft (14 m) with a volume of 170,000 cubic feet (4,800 m<sup>3</sup>) of helium. The term Lightship comes from the internal illumination system which gives the advertiser of the airship a new reason to fly at night time.[2]

The Airship's envelope and ballonnet were designed and manufactured by ILC Dover. A manufacturer of flexible materials and soft goods based out of Frederick, Delaware The length of the cabin or gondola is 11.4 ft (3.5 m) with a width of 5 ft (1.5 m) The airship is also designed to carry a maximum of 8 passengers plus the pilot[2] The desired cruising speed can vary but it is generally around 32 mph (51 km/h)with a maximum speed of 48 mph (77 km/h) when favorable winds are present. The engines of this airship are from manufacturer Lycoming engines with twin Lycoming IO 360, rated 180 HP with constant speed variable pitch reversible propellers In

order to make all the different part of the puzzle come together, the airship needs a crew of at least 14 members which includes 2 pilots, 2 crew chiefs, mechanics, video light sign operator and additional ground team.[2]

Camera [edit]

Video screen:

The airship's unique light sign makes this blimp the only one of its kind. With 33,600 pixels and 235,200 LEDs, the screen can be seen day or night giving the people on the ground the opportunity to see the sponsor's advertisements. at 70 ft (21 m) by 30 ft (9.1 m) the full color video sign is capable of displaying full motion and color TV quality video day or night. The LED screen also has the capability of displaying live video action, concerts, highlights, scoreboards and interviews according to DIRECTV's website. The video screen has been part of marriage proposals, birthday announcements and network commentator's play by play action calling. “





### **AIR VENTURE 2012 FOOD BOOTH**

Air Venture is just around the corner and it is time to look at your schedules and see if you can squeeze in a day or two to support this event. The intended dates of operation are July 29 thru August 4. We plan on operating full hours on the week ends and reduced hours during the week. Please consider donating some time, ***WE NEED YOUR SUPPORT***. This will be the last fund raiser of the year. We will be having a meeting with the PCPA the week of June 16 (maybe earlier) to finalize plans.

The tentative schedule is as follows:

Set up:

Thursday July 25, 5pm or earlier

Operating Hours:

July 26,27,28 (Fri, Sat, Sun) 7 am - 6pm

July 29 thru Aug 2 (Mon-Fri) 11am - 5pm

Aug 3, 4 (Sat,Sun) 11am - 5pm

**Thank you to all of those who have paid their dues or indicated their intent to retain membership.** We still have several past members who have not responded, so this may be your last news letter, we really don't want to loose you.

**NEXT MEETING: Porter County Regional Airport (VPZ)**

**Tuesday June 11, 2013**

**EAA Chapter Room**

## EAA 104 May 14, 2013 meeting notes

- Dave Thomas gave the pledge. We had 13 members present.
- April meeting minutes correction- We need to have an event agreement signed, we have an existing insurance policy. Jim Haklin moved to accept the revised minutes and Dave Thomas seconded.
- Treasurer report – Rick Schreiber gave the report for last month. Jim Sherrick moved to accept and Dave Thomas seconded.
- Web master report – nothing new, April and March had good activity on the web site.
- Newsletter report – Our editor is back in town. Snail mail newsletter recipients have not received their copies. Any submissions sent to Jim Haklin must be in Microsoft word in order for him to use the files.
- We care – Charlie O’Bringer damaged his elbow in a fall last month, but he is doing better.
- Old business – A sign-up sheet for the pancake breakfast has been passed around. We will be setting up on Thursday May 30<sup>th</sup> at 10:30. Meet at the chapter house to load tables and chairs. The tare-down will be on Sunday June 2<sup>nd</sup>, right after the pancake breakfast. We will put up a banner at Starke to help with advertising. We will need some start-up cash, Rick Schreiber will take care of this. We have name tags and EAA 104 aprons that we should wear at the Pancake Breakfast. So far we have 13 members and 3 spouses signed up for the event.
- Young Eagles – Jim Sherrick has people interested in flying young eagles. It was pointed out that all pilots need to be EAA members and have a young eagles number. We tentatively have a young eagles rally day of Sept. 21 with a rain day of Sept. 22. The EAA program with all the necessary forms that we have used in the past no longer works. Jim will check with EAA to find out what is available now. Jim will also check with Kyle Kuebler about a possible fuel discount for pilots.
- New business- Food both for Oshkosh will be the end of July, beginning of August. We all need to reserve time in our schedules to support this.

PCPA request the use of our chapter room for a June 5<sup>th</sup> meeting.

Here are some photos from the June 2013 Pancake breakfast









Piet update from Rick Schreiber:

Today Wednesday May 29, 2013 I rolled the Pietyenpol out of the hangar for its first fueling. I wanted to do a leak check and a fuel flow check. After fueling, I only had a slight leak at the gascolator top seal. A little tightening of the thumb screw took care of this. The FAR's say the fuel flow at maximum angle of attack should be 1.5x the anticipated fuel burn. For my Corvair that should be a flow of 8 to 9 gph. I had already determined that at max. angle of attack I was able to drain all of the fuel out of the tank except for 4 oz. I next added 1/2 gal back into the tank and got a fuel flow 22.5 gph. I also tried out the primer and primer lines. Here is a shot of the testing.



I now have a freshly overhauled Stromberg NA-S3B carb ready for install.



I am now finishing up making my spark plug wires. As soon as my prop comes in from Cloud Cars I should be ready for first engine start.

Rick Schreiber