

# Experimental Aircraft Association



Chapter 23



## Salt Lake City, Utah

### JANUARY 2009 NEWSLETTER

#### Minutes of Last Meeting

**12<sup>th</sup> December** – 6:00 pm, The Annual Christmas Potluck Dinner was held at Apfelbaum's hanger. Attendance was great and the food was too.

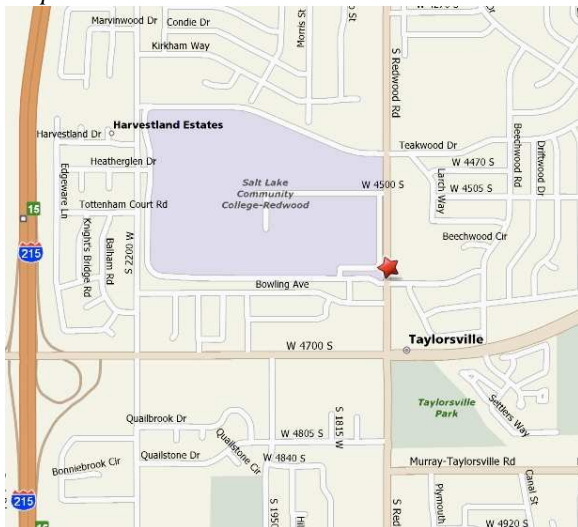
It was proposed and a vote passed around to start having our meetings on the second Saturday of the month from 10:00am till Noon, in Bill Letcher's hanger at Sky Park Airport. The first Saturday meeting would be in March.

It was also proposed that we could do it earlier in the mornings and fire up the grill and make pancakes and make it a fly in breakfast each meeting. We are looking for comments or ideas.

#### Next Meetings

**9<sup>th</sup> January** – 6:00 pm at the Taylorsville Redwood Campus, 4600 South Redwood Road, is our Annual Dinner with guest speaker Craig Hoskins, only pilot who lands upside down, and flier for many movies. The dinner will be in the Student Center across from the visitor parking lot. RSVP for the banquet to Chris Cosman at ccosman@comcast.net (801.455.5655). The cost for the banquet is \$20.

Map:



Also [http://www.slcc.edu/locations/images/redwood\\_map.pdf](http://www.slcc.edu/locations/images/redwood_map.pdf)

#### *Driving Directions:*

From I-15 take the 4500 South/UT-266 exit #304

Go west on 4500 S

Turn north on Redwood Road

The Taylorsville Redwood Campus is located at 4600 S Redwood Road

#### Upcoming Events

- Young Eagles – The October Fly-In at Mesquite, NV was cancelled, and has been rescheduled for February 28, 2009.

- **Air Academy**

Young Eagles Camp - Ages 12 and 13

Session 1: June 15 – 19, 2009

Session 2: June 21 – 25, 2009

Fee: \$675 for non-EAA member

Fee: \$600 for EAA member, or member in family.

Basic Camp - Ages 14 – 15

Session 1: June 27 – July 2, 2009

Session 2: July 6 – July 11, 2009

Session 3: July 13 – July 18, 2009

Fee: \$875 for non-EAA members

Fee: \$800 for EAA member, or member in family.

Advanced Camp - Ages 16, 17 and 18

Session 1: July 21 – 29, 2009

Session 2: July 31 - August 8, 2009

Fee: \$1,075 for non-EAA member

Fee: \$1,000 for EAA member, or member in family.

Applications and scholarship information:

[www.young eagles.org/programs/airacademy/](http://www.young eagles.org/programs/airacademy/)

#### Articles

##### Presidents Message

As I sit here thinking about what to say, I am looking at more than a foot of snow on my lawn. Speaking of snow, at Sky Park it is stacked up so high the wings will not fit through the taxiway openings. O well the weather isn't good enough to fly in anyway.

I am thinking mostly about the New Year. We get a new President and some new Congressmen and Senators. Let's hope it is good for aviation or at least not any worse.

This summer we had the opportunity to fly around to other EAA chapters. None of them met on a weeknight and wondered why we did.

We had many requests within our local to change to Saturdays, so this year starting in March we will start meeting on the second Saturday of the month. The time is not set yet, but it looks like 10:00 to Noon unless we serve breakfast. Then it will start an hour earlier. I am very happy that it will allow people to fly in to the meetings. We may even have other chapter members attend. The more the merrier.

Personally, I have a hanger to get ready to hold the meetings in. The weather is not cooperating. I really hope the weather gets better.

As I sit here thinking of what to say I think back to last year when I was building my RV9A and the fun that it was, and when I made a mistake how fun it wasn't. Then I start laughing at some of the things that happened.

I think that building your own airplane is one of the best life experiences a person or couple of people could ever have. It brings friends and family together.

That said I wonder how many new starts will happen this year and how many that are already started will finish this year? We had several first flights in 2008. Hope to see lots more.

Hope to see all of you at the dinner this month.

Bill

#### **First flight of N328SL, a Van's RV6A (Larry Adamson)**

It's been a long project! A little over twelve years; while most builders get these planes done in two or three. Some take fifteen, and I've heard story's of thirty years, so I don't feel so bad.



This plane was inspected on July 1st, but not flown for two more months. But after twelve plus years, why hurry? :) Actually, I had to get a few things in order before hand. And Bill Letcher (the infamous chapter president) had to push me some. Actually, a lot! I needed a BFR and was more than slightly "rusty", so he lent me his plane, along with an instructor

for the BFR work. But before the BFR, we used his plane to get more rust off; and it took quite a bit. After all was said and done, the BFR went smoothly. But I was antsy beforehand.

On the morning of the "scheduled" first test flight, I was still somewhat antsy, but determined to do it myself. Engine runs and system checks had been done in the previous three months. All that remained was a few high speed taxi tests to make sure the plane traveled straight down the runway, as well as controls feeling like they should.

I didn't want a big crowd, but Bill, his wife Dana; my wife, Bob Schroder, and a few of my kids were there; along with hand-held radios and precautionary fire extinguishers. It was early morning at SLC Airport #2, and the wind changed from a slight 90 degree crosswind to straight down the runway. I completed the pre-flight checklist and headed out for the first of two or three high speed taxi runs. I didn't do these previously, because it isn't good on a new engine for break-in purposes to be taxiing a lot.

As airspeed came alive heading down the runway, the plane tracked perfectly, and controls felt good. My nerves were now in complete control, so I bagged any further ground tests and taxied around for takeoff. The liftoff was perfect, and I quickly climbed above the airport, as flying RV's do. It was important that I stay below 6000' for the Class B shelf, which isn't that far above the 5400' pattern height.

The only problem now, was my radio. It had been fine on the ground, yet would make a high pitch squeal when the engine was at high RPM. It was hard to yell over the noise, but I still managed. This problem could have to do with the internal setting of the mic squelch; but more likely do to the fact, that I once hooked up reverse polarity and made it smoke out the lid, plus blowing it's internal fuse.

I made two revolutions of the airport area, and didn't really want to head out to a practice area yet. I've flown numerous models of RV's, and had an excellent idea of what stall speeds would be, so I didn't bother with that either. Landing approach was fine, as well as the touchdown on the mains. But I let the castoring nose wheel down a bit too soon, and it went into an osculating shimmy. Pulling the weight back off, took care of that.

Taxiing back to the hangar, I had the "RV" first flight grin that everybody talks about, and I was really quite excited about the whole event! The moral support people and spectators left, and I went to breakfast with my family. However, while at breakfast; I got a call from Bob Schroder and Bill Letcher; with an offer to follow me to Wendover using Bill's RV9A as a chase plane. Well, why not.... I had to do 25 hrs of flight testing, and Wendover as well as Nephi was part of my test flight area.

I went back to the hangar, removed some cowling to check for any problems, and tightened the pressure settings on the castoring nose wheel. Bill and his wife Dana followed me to Wendover and back, which is about 200 miles; within a few hours of the first flight, and everything went as planned.

This plane now has slightly less than 50 hrs, and it's been as rewarding as they all say! My wife and I traveled to Lake Powell, Monument Valley, and Canyonlands just before

Thanksgiving. The scenery by air is fantastic, and quick to get there and back. I've replaced the radio, which immediately took care of the problem. Everything else has been fine, and works as expected.



I do want to thank Bill Letcher and Bob Schroder for their constant push and harassment in getting me to finish the project and get current. My wife has also been very supportive and has a good time, flying in this machine. That in itself, counts a lot! It's a lot of fun, just to make breakfast/brunch runs with several other pilots and planes to Jackpot, Nevada, or flying to Burley, Idaho for lotto tickets. At least it's an excuse to get airborne!

Larry Adamson --- Van's RV6A N328SL

### **Classifieds** (usually run for 2 newsletters)

#### January Ads

##### For Sale:

RV-7/7A: Tail Kit 90% finished & Wing kit flaps done, ailerons done, right wing 25% done.

Cost from Vans \$7785 + shipping, will sell for \$8000.

Must pick-up, will not ship. Located at Skypark (BTF), call Tim (days) 801-292-9932.

#### December Ads

##### Hanger Space for Rent at Skypark

I have hangar space for rent out at Skypark. Let me know, Thanks, Steve Ward [wardstrat@aol.com](mailto:wardstrat@aol.com)

##### For Sale - Vans RV-10 emp/tail cone kit

Experienced RV-6 builder is offering to sell his Van's RV-10 Emp. / Tail Cone project. (I have decided that I would rather build an RV-12). The horizontal and vertical stabilizers are finished. The elevators are partially finished, and some work has been accomplished on the rudder. There has been some work accomplished on smaller parts.

In addition, the following are included with the sale:

- Complete fuselage plans and manual

- Complete wing plans and manual
- Aircraft Spruce p/n 12-00903 special bucking bar
- Parts bin with clear drawers for hardware storage. All labeled with aircraft nomenclature
- 4' X 4" heavy duty work table recessed to accept a back riveting plate
- 24" X 64" platform for a "C Frame" hand riveting and dimpling tool
- Current inventory (Kit is complete)
- Quality workmanship

The project is located in Prescott, AZ. I do not have the Van's shipping crate; buyer will have to pick up at the airport. I will assist in inventory and loading. I have \$3,500.00 invested. Will sell the project for \$2,695.00. You are saving over \$800.00.

Frank Benedict

[c-140@juno.com](mailto:c-140@juno.com); 928-778-1977 H; 928-899-8365 C

#### Work Shop space For Rent

Space available to build your metal home built. I will supply the tools and some help or instruction. The building is in West Valley, heated and air-conditioned with bathroom. \$200 month.

Call Bill (801) 949-8601

### **Chapter Officers**

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