

Experimental Aircraft Association



Chapter 23



Salt Lake City, Utah

MAY 2010 NEWSLETTER

Minutes of Last Meeting

Friday, 9th April – the monthly Chapter Meeting included a presentation by Creighton King on his Cassutt Project - Wicked Fast.

Next Meetings

Friday, 14th May – 7:00 pm is the monthly Chapter Meeting at the CAP Building, 640 N. 2360 W., Salt Lake City. Flight Deck Avionics presentation.

Friday, 11th June - 7:00 pm is the monthly Chapter Meeting at the CAP Building, 640 N. 2360 W., Salt Lake City. B-17 recap and Oshkosh video.

July – No Chapter Meeting

Friday, 13th August – 6:00 pm is the Summer Barbeque at Glen Olsen's hangar at Skypark.

Friday, 10th September – 6:00 pm Chapter Meeting is the annual Project Tour. Come check out what our members are doing at Skypark.

Friday, 8th October - 7:00 pm is the monthly Chapter Meeting at the CAP Building, 640 N. 2360 W., Salt Lake. Presentation by the Women of Chapter 23.

Upcoming Events

Young Eagles

May 15th Wendover has arranged for \$500 in free 100LL. Hope you can bring your plane and a handler, Saturday, May 15th. Start about 8:30 or 9:00. We'll have our new batch of Ch 23 EEA shirts and these are yours to keep. Some of you returned the tee shirts back into the box after the Skypark rally. **KEEP THEM! FREE GAS:** it helps.... fly, fly, fly.... fill up and head home.

Thanks, Mike Guarino

B-17 Tour Hosted by EAA Chapter 23

June 3-4 at Logan, Utah

June 5-7 at Ogden, Utah

Young Eagles likely to happen at the B-17 tour

Young Eagles

Sat, 10th July - we are hosting the Ulster, Ireland teens at Skypark.

Articles

President's Letter

April was a great month for Chapter 23 events. Thanks go out to Creighton King for a great presentation on his Cassett project at our monthly meeting. As a bonus the full fuselage was parked outside the CAP building for a real hands-on visual aid.

The following Saturday a few chapter members departed Skypark for a fly-out breakfast to Logan, UT. On Saturday April 17th the chapter held a special Wendover Historical Museum service project. Thanks go to Glen Olson for arranging this event and the many chapter members that donated their time in pulling nails, installing insulation and working on the F-86. Burger King furnished hamburgers and fries for all the volunteers. Five aircraft flew out for the event and I was lucky enough to catch my first ride in Doug Benson's RV-6. The formation flying next to Glen Olson and Mike Guarino in Mike's RV-8 was great. Perfect weather was a double bonus.

On Tuesday, April 29th I had a special treat while in Dallas, TX on a business trip. You might remember Brain Sorenson, Greg's son and Danny's nephew. We both work together at Fidelity and I had a chance to meet Brian at his home for a flight in the Bearhawk that Rod, Greg and Brian built a few years ago. After take-off we headed straight to a private airpark with homes where Don Pellegrino, one of the Brian's EAA chapter members lives. This was totally unannounced. The runway is all grass, which Brian said he and the Bearhawk love. I guess it's much more forgiving on tail draggers. As we were landing I could see a hanger with a Cessna 170 parked inside. The owner poked his head out as we were just touching down. Brian didn't see any of this since he was focusing on the touchdown. After landing we taxied over to the hanger hoping the person I saw could help us find Don. Straight across from the Cessna 170 hanger was another open hanger with four airplanes all pulled out in the sunshine. As we taxied up, out came Don to greet us.

In front of Don's hanger on the ramp were an eclectic group of aircraft. It turns out Don likes to collect rare aircraft. The first aircraft was an uncovered Rearwin 8090 Cloudster. This aircraft has a Ken-Royce 5F 90 hp radial engine. It's an all wood & fabric two seat, side-by-side airplane from the late 1930's. Inside the hanger was the cowling painted red. Next was a Fairchild XNQ/T-31 Navy trainer. It is the only surviving example of this aircraft. Only three were ever made for the Navy training contract after WWII. Beechcraft T-34 Mentor won the contract and the other two Fairchild XNQ/T-31 were destroyed. It's basically looks like a half-size AT-6 (half the size and half the weight). The engine was a Lycoming 680-13 radial with 320 hp. Don's other two aircraft are both Pipers, his wife's J-3 Cub and an Archer.

Next was a visit to the neighbor's hanger to the north with the Cessna 170B. He's the new owner and plans on polishing it up. The bare aluminum and blue trim needs some TLC. They are also working out some issues brought on by the airplanes lack of flying. Once this airplane is polished up, it will be a real show piece.

After this visit we drove down to the neighbors to the south. He is a retired airline pilot. What a treat. Inside we found a C-45 (Beech 18), Mooney Mite, Beech Bonanza, Howard DGA, and a Meyer 145. There were only 20 Meyer 145 ever built. After an hour and half visit it was time to head for home and dinner. Everywhere I go I'm amazed at the enthusiasm EAA members have for flying and their aircraft. Don Pellegrino is that kind of person and a great host to a couple of wide-eyed airplane nuts.

Looking forward to May, we have another big day planned for Saturday, May 15th, the first International Learn to Fly Day. Chapter 23 will be hosting a Young Eagles rally at Wendover Airport. For those of you who might not be able to make it to Wendover, please consider bringing someone interested to flight out to the airport. The main objective of this event is to introduce aviation to someone new. The new EAA free trial membership is something you can offer your guest. Be sure to invite them to our monthly chapter meeting on Friday May 14th.

In June we have the opportunity to host the B-17 Aluminum Overcast. On the EAA website is a webinar on the B-17. I recommend anyone volunteering for ground crew duty watch this webinar. It will give you some extra insight into this great aircraft.

Shawn Crosgrave, EAA 0614266
President

Report on Young Eagles at Skypark, 20 March 2010

By Mike Guarino

"Clear skies – planes – kids – leaders – parents"
Expecting about 30 Young Eagles: The enthusiasm was infectious – no one was immune. What started out to be a 9:00am preflight briefing for 10 or 12 cub scouts in Doug's and my hangar evolved into 50 or so kids and adults. Results: preflight was not happening. Cameras flashing, kids posing,

with anticipation rising: Richter 8.1 and tsunami approaching! While I don't care for chaos much anymore, it had a positive and productive orientation. With the unexpected surge and overall numbers, Doug and I huddled and called an audible: get them all down to the FBO and start the flights.

Doug pulled out his plane, put a grandson in the right seat, buckled-up and shouted: "Clear Prop!" You would have thought it was a shuttle launch. As Doug pulled away, about twelve cars, packed in our taxi/parking area executed U-turns and headed for the BTF car parking area.

Planes were already queuing up; Cary Anderson was firing up his computer/printer assembly under his jacket/tent blocking the brilliant sun; Richard Peck was on the upper landing firing up his digital camera; each ground crew member was in proper attire, poised with clip boards in hand (even Mike Cosman had his florescent-green EAA 13 tee shirt on: baaaruump-bump!)

Planes, we had them: Doug Benson, RV-6; Jerry Jones, RV-9; Kenny Kendall, C-172; Bill Oberg, C-175; Glen Olsen, Bonanza; Bill Letcher, RV-9; Fraser McPhie, Thorpe T-18; Paul Spainhower, Glasaire; Tim Corbett, RV-7 (who later had a tire blowout during the initial roll-out of his take-off: all was well); Kent Bond, RV-4.

It is a great feeling to have "lots of kids." a group of solid pilots, along with a chapter member available to handle each airplane. Hey, these guys were even flying parents and leaders!!

Total Kids Flown: 73..... Man, I'm looking forward to May 15th, Wendover AP. Maybe we can slip in a U42 in April. What do you think?

With Great Appreciation and Thanks: Mike Guarino

Long flights, smooth air, and soft landings

By GliderMike, aka Mike Glasgow

Here is a link to the Wendover Airfield Foundation where David got the pictures I couldn't get posted on the Google groups page.

http://wendoverairbase.com/restoration_F-86L

There was a nice group of our chapter that went to Wendover to work on the Historic Wendover Air Museum project this last weekend. Linda and I, along with David Egelston drove out in Linda's Subaru. David Egelston, Glen Olsen, and Carey Anderson worked on the F86 project, while Linda and I worked on the old Officer's Club. There were about six or eight of us that set to work removing staples, nails, and a few screws from the wood support posts, and railings on the upstairs balcony. Our group also pulled up some of the old floor tiles that were still in place. When everyone had finished, we had collected about a gallon of staples and nails that had been used to hang party decorations at some time in the past. I was amazed to see there was a noticeable improvement in the appearance of the room after we were finished! If anyone has a copy of the roster of the work party, please post a list of those who attended so the membership can award the proper "attaboys."

Jim, the manager of the Museum, had arranged to get the local Burger King to donate lunch for our group, and everyone enjoyed a Whopper and fries, courtesy of Burger King. I heard rumors that Glen Olsen was instrumental in the lunch arrangements, but I have no confirmation. Whoever arranged for the lunch, it was much appreciated by all.

While looking through the museum, I noticed an emergency parachute system that would have been used by one of the B29 crewmembers. As I looked a little closer, I realized it was a "lap" system, an extremely rare type in this day and age. I had heard of lap systems, but never actually seen one. I asked Jim if he had any idea how rare the parachute was, and he responded he knew it was pretty rare. In my years spent doing parachute activities, I have only known one person who had the proper rigger's rating to pack one of these parachutes. I know one manufacturer, who has been making parachutes for the military for more than forty years, who (as of twenty-five years ago) didn't know anyone other than the guy who administered my rigger's test that had a "lap" rating. The majority of the sport parachutists now use a "back" emergency parachute, and most of the aerobatic pilots use either a "seat" or "back" system. There are very few of the "chest" style emergency parachutes still in use. I doubt that there are any "lap" systems that would still be airworthy if they were inspected for a repack.

Chapter Officers

President

Shawn Crosgrove 801-568-2571 Shawn_Crosgrove@msn.com.

Vice President

Norman Anderson 801-967-2222 norm@wings1.net

Secretary

Dave Egelston 801-575-6640 d_egelston@yahoo.com

Treasurer

Connie Cosman 455-5755 crc91@comcast.net

Membership

(vacant)

Historian

Richard Peck 801-550-4632 23chapt@gmail.com

EAA Flying Start

Carl Wengle 571-6002

Flight Advisors

Norm Anderson 801-967-2222 norm@wings1.net

Doug Benson 255-0954

Hall of Fame

(vacant)

Librarian

(vacant)

Program

Glen Olsen 943-2931 acroduster2@hotmail.com

EAA Young Eagles Coordinator

Mike Guarino 801-571-8498 or 232-3430

Assistant Coordinators

Quinn Spencer 801-282-5071

Safety Officer

Steve Darton 801-971-1009

Merchandise Sales

Mark Leloudis 801-298-4300

Technical Counselors

Cory Bagley 801-277-0609

Mike Cosman 801-254-7310

Glen Olsen 801-943-2931

Danny Sorensen 801-295-6888

Web Master

Norm Anderson 801-967-2222 norm@wings1.net

Newsletter Editor

Tim Maher 801-927-7765 trmaher@gmail.com

Reporting

Terry Riedel 298-5213

Don Brock 968-1509

Shane Rosanova 451-2127

roundengines@yahoo.com

CREDITS

Thanks to our webpage sponsor:

Cyberwire Full Web Services

Telephone SLC 801-446-1220

Outside SLC 866-446-1220

www.cyber-wire.com