



Chapter 1344

P.O. Box 582

McPherson, Kansas 67460

CALENDAR OF EVENTS

Chapter Meeting

19JUN08 - 7PM
McPherson Airport

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RV-8 Relocated

I'm sure you are all aware that Jerry D. has had his RV-8 for sale. Well, it has been sold and relocated to Texas. Jerry didn't even need to cut his asking price to sell it, which is very good. Rumor has it that the purchaser came to McPherson with a friend in an RV-8 and they flew back to Texas together. As the story goes, on arrival back there, the friend was a bit perturbed because his RV-8 wasn't able to keep up with the one Jerry built, and it used more fuel at the same time. That would appear to be a compliment for Jerry.

Russ M. has been making progress on his Waix. He says if he just hurried thru with the plane he could have it flying in a fairly short time, but he says he still has to live. It seems that like Tom S., family has its priorities which is only as it should be. Russ says that the wings are complete and ready to install and to paint the wingtips. They have been on for fitting already and are back in the shed for now. The fuselage is on the gear and waiting the wheel pants, and the engine will be coming out of the basement in the near future.

I visited with Ed J. at the local Pizza Hut recently and he is making progress with the Luscombe, too. He says he could have had it flying already but keeps seeing little things that don't **require** attention, but since the plane is apart right now, it's only a wise use of time to fix them now rather than having

to take things apart again later on. I'm hoping I can get a ride in it once it's flying again. Please Ed?

Ron M. is making progress with his Zenith, too. He's purchased a Corvair engine for it, and that should get it around the skies in good shape. I hear that Ron also has his Commander Darter for sale, too. If only it was a taildragger, I'd probably be interested in it to use to get my license.

Mike L. has his engine back together and from what I've seen, it looks to be running well. I'm told he caught up with and then ran away from a Bonanza. Hmmmm . . . Was the Bonanza pilot loafing around or is the Tailwind just that fast? You'll have to ask Mike about that.

Last but not least, Tom S. is making good progress with the Pietenpol. Read about it in the next few pages.

Area Events

1st Saturday of every month – Ponca City Airport Pancake Breakfast (PNC)

2nd Saturday of every month – Beaumont Hotel (SN07) All-You-Can-Eat Pancake Breakfast

2nd Saturday of every month – Lufkin, TX (LFK) Fajita Fly-in 10 a.m.-2 p.m. Angelina County Airport

3rd Saturday of every month – Alva Regional (AVK) Alva, OK

4th Saturday of every month – Augusta Municipal (3AU)

4th Saturday of every month – EAA Chapter 455 Fly-in Breakfast at Enid Woodring Regional (WDG) from 8:00 a.m. – 10:30 a.m.

June 21 - Benton, KS Stearman Field (1K1) Summer Party Pancake feed 8 a.m. BBQ and live music 6 p.m. 316.619.4280

June 23 - 24 - Great Bend, KS Great Bend Municipal (GBD) American Barnstormers Tour 2008
www.americanbarnstormers.com info@americanbarnstormers.com

June 25-26 - Wichita, KS Colonel James Jabara Airport (AAO) American Barnstormers Tour 2008
www.americanbarnstormers.co info@americanbarnstormers.com

June 27 - Emporia, KS Emporia Municipal (EMP) American Barnstormers Tour 2008
www.americanbarnstormers.com info@americanbarnstormers.com

June 27 – 28 - Gardner, KS Gardner Municipal (K34) Greater Kansas City Vintage Fly-in Cookout, movies, camping, breakfast, lunch, flying events, awards, more. 816.729.3151

July 4 – 5 - El Dorado, KS Captain Jack Thomas Airport (EQA) EAA Chapter 88's 45th Air Capital Fly-in 316.683.9759

July 23 – 27 - Clinton, IA Clinton Municipal Airport (CWI) Cessna 150-152 Club 8th Annual International Fly-in 805.461.1958 www.cessna150152.com

July 28 – August 3 - Oshkosh, WI Wittman Regional airport (OSH) EAA AirVenture Oshkosh 920.426.4800 www.airventure.org

August 8 – 10 - Storm Lake, IA Fly Iowa 2008 – Wings, Wheels & Water Storm Lake Municipal Airport (SLB) Robert Ohrlund 712.732.2457 www.awaysis.com

August 10 - Queen City, MO 21st Annual Watermelon Fly-in and Barbeque 2 p.m. – dark 660.766.2644 ccpha@nemr.net (* I'll have the airport name and identifier next month. *)

August 23 – 24 - Kansas City, MO Charles B. Wheeler Downtown (MKC) KC AviationExpo and Airshow featuring the USAF Thunderbirds. 816.289.7218 www.kcairshow.com

The Airplane Nut Part 11 – Midway

I had a thought or two about what I was going to write for this episode – and then they went away. I have found this to be a frequent occurrence concerning the airplane building project as well, i.e., I will wake up in the middle of the night with a brilliant idea about how to get some task accomplished and then, the next time I'm in the shop – it's gone. Ah, the pleasures of the "golden years." I believe the "gold" in these years is the color of my ear wax or, possibly, my teeth. But, enough about me.

The Piet project is moving right along although it's in another of those stages where all the new additions are not very visible. There are a lot of new cables stretching from back to front and all around the back. Some of these are for bracing and some of them connect the controls to the tail parts. (Once again it's called the "empennage" for all you French speakers out there.) I will admit that it was a serious HIGH when I sat on the pilot's throne the very first time and was able to pull the handle and see something moving in response. Of course, it's all got to come back off the airplane for covering and painting purposes but still – IT LOOKS AND FEELS LIKE AN AIRPLANE! The grandson and granddaughter really enjoy it too but only when Gramps is there since any serious movement of the stick really whacks the elevator against my bench vise. I don't want my grandkids to have any vices (yuk, yuk). I have also been designing and constructing a couple of throttle/mixture quadrants out of the same mahogany that is being used in the propeller. These will mount on the left side of the pilot's and passenger's cockpits and allow pilotage to occur from either location. I sure hope they work right as they are turning out a bit nicer than my expectations.

An area that has been keeping me awake nights is the design of an elevator trim arrangement. I want to be able to use a bungee type cord that will apply force to the elevator bellcrank in appropriate amounts to be useful on those long flights. I'll let you know if I can come up with a workable plan. In the same category are the attachment points for pilot and passenger seatbelts. It seems amazing to me but Mr. Pietenpol apparently did not feel that seatbelts were all that necessary, at least his plans do not show them. In my case, I want to be able to persuade my wife to get into the front "pit" and will probably have to belt her in tight so she won't bolt before we take off. It also amazes me that the topics of help that I need always seem to be front and center on the Matronics list at about the time that I need them. I don't know how I would get all this done without this timely and useful advice.

So, now that the fuselage is nearly complete I have to decide what to throw money at next. Obviously the thing will get more mobile if I can just get it up on gear so that will probably be next. I do have a tail wheel assembly ready to mount as well as all the fittings and most of the steel for the main gear. Looks like it's about time to go visit Ed in his shop again, hmmm. After that it is a question of instruments (so I can finish up the top parts of the fuselage), or the wing (I already have all of those parts), or start on the engine; mucho dinero. (Bet you didn't know I spoke Spanish did you?) I think it will probably be a combination of instrument panel and wings, we'll see. (And a little German too – Jawol Seniör. Of course I barely passed both classes about 40 years ago.)

So – full speed ahead – right? Come on, you married guys know better than that! There is always something that gets in the way. In this case it's my own *&%^\$ fault. I found a place that makes pedal airplane kits and plans and, wouldn't you know it, one of them is a Pietenpol. So there was no real question that there would be a (short?) interruption while a Pedal Piet gets born. Luckily my Son-in-Law also thinks it's a good idea and he has wanted to work together with me for a while. Two sets of hands should speed things up considerably. Of course the kids are going to have to share one plane and that will be very hard for a certain young man. Unlike the full-size bird, the propeller for the Pedal Piet is already

complete and it will turn with the pedals. (Lord help any neighborhood kids who might get in the way!) The manufacturer says that all acrobatics are restricted for this airplane except ground loops.

I started out planning to have this project done in 5 years. At the moment, it appears it will take a bit longer than that although I can see significant progress has occurred. Nevertheless, I can also see that a considerable amount of work remains, including a goodly number of technical issues to solve. I am really looking forward to that oft mentioned point when you have 90% done with only 90% remaining to do. Right now I think I am about 50% done which would leave (let's see – carry the one--) only 130% left to do. This modern math is not my cup of tea!

I did find out that e-Bay is not always the best place to buy aircraft stuff. I have already purchased several items from that source that I will have to turn around and either sell or toss. The only one of these that really irks me is a 3.5" sensitive altimeter which supposedly came out of a Cessna 172 in good working condition. "It's not good enough for IFR use but should work fine for VFR flying." The instrument shop I took it to for a check out told me to give it a well-deserved burial as it has obviously seen too many years of dedicated service. So, I still need a tachometer, slip indicator, clock, and altimeter before I can design my instrument panel. I suspect I might need an outside air temperature indicator too although with an open cockpit airplane that seems kind of redundant. I haven't decided if I will provide the front cockpit with any instruments yet. I'll probably just wait and add them later when the available funds allow.

One last thing before I close shop for the day. I can get way too hung up on spending time alone in the shop so that I forget that my time also belongs to those I love. I have always been able to bury myself in my work to the point where time gets forgotten. While that is good for getting a task accomplished, it can be pretty hard on a relationship. Therefore, much as I want to get this airplane in the air, it has to take it's proper place in the scheme of things. That place is not number one!

So, it's time that I shut and locked the door and headed over to the chapter meeting for some much needed camaraderie. To quote the famous Red Green, "I'm a Man, but I can change, if I have to." See y'all back in the shop next time.

Tom Stinemetze
The Airplane Nut

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Heard on Denver approach frequency:

Approach:

"Great Lakes One Twenty Three, traffic six o'clock, two miles, 1000 feet above you, a 737."

Great Lakes:

"Approach, Great Lakes One Twenty Three, if I told you I could see him, I'd be lying."

Approach:

"If you told me you could see him, you'd be my mother — 'cause you'd have eyes in the back of your head."