
H O I U L N E W S L E T T E R

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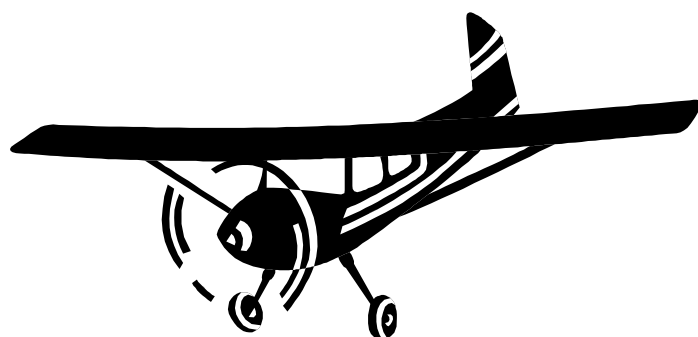
Happy New Year!

2003 January

EAA Chapter 86

CLUB AND MEETING INFORMATION

Next Club Meeting	Officers
Date: Feb. 8, 2003	Flight Commander: Rick Jones
Place: Fred Mathew's Residence	Squadron Leaders: Allan Mays, Bill Jones
Time: 7:00 PM	Treasurer: Danny Marcy
	Newsletter Editor: Alan Bunnis
	Webmaster: Tom Eichhorn



Meeting Minutes

January 11 2002

BY CONRAD GREMBOWICZ AND TOM EICHHORN

Turn out was good with 14 members attending the meeting (Fred, Allen, Steve, Conrad, Lynn, Tom, Dick, Gene, Sheri, Rick, Art, Greg, Dave & Montilee.

Fred Mathews was as usual a gracious host for the club meeting. Fred is feeling much better after his surgery and his recovering has gone well enough to for him to rejoin his exercise class. Later this Spring Fred is thinking about selling his house and moving into an apartment. This means the club will need a new "home" for its winter meetings after April, volunteers or ideas are welcome. **Greg Waxler** thanked everyone for taking care of his plane in his absence (vacation in FL). The plane was tied up and

had a tarp covering it. However the wind had ripped the tarp off and so 6-7 club members took it apart and stored it in a hangar rather than risk further damage.

Tom Eichhorn said that emailing the newsletter to those with email addresses will reduce the mailings from 60 to 21, which since each news letter runs about a dollar to produce will save 40 a month and a lot of time. Newsletter is now emailed and on the web site in pdf format for anyone to download. Need more picture of members aircraft. e-mail to Tom Eichhorn. **Greg Waxler** asked it the club would be

interested in buying a self contained electronic weather station, which sells for \$249.00. No immedi-

ate decision was made. Sounds like a good idea to me.

Hangar Rent Due

Please Pay your Hangar Rent

As a reminder to all who keep their planes tied or hangared at Well's International, the rent is once again due. Once again hanger space is \$300 per year, and outside tie down

space is \$150. The rent checks would be much appreciated by Jan. 1, but rent must be paid by March.

HOI Officer Elections

January Nominees

CONRAD GREMBOWICZ

There was no activity on the nomination or election of new club officers. Rick said he didn't think there would be a problem in re-electing the current group to another term. Allen Mays promptly

objected to that motion. Allen said that he was unable to remain as flight officer for another term. It was agreed by all that the election matter should be postponed until the February meeting.

HOI UL Club Dues

Pay up or get Elected?

CONRAD GREMBOWICZ

The annual club dues were collected from most people at the meeting and delivered to the Treasurer (Danny Marcy) after the meeting. Those who haven't paid should mail their dues to:

Danny Marcy
2502 E. Spillman Rd.
Chillicothe, IL. 61523

As far as I know, Danny is NOT accepting stamps this year in lieu of cash.

Tech Tip

AL BUNNIS - FROM THE PAGES OF THE EXPERIMENTER

NKG Sparkplugs

Many of us flying behind or in front of Rotax engines utilize NKG spark plugs to fire these workhorses. The most popular NKG Plug to install is the B8ES or the BR8ES. But did you know that although this plug has a non-detachable terminal, the terminal is assembled with the threaded portion inside the insulator, and may come unscrewed anyway? There is a proper plug for aircraft engine use, the NKG B8ES stock

number 3961. The terminal in this plug is bonded to the insulator, and cannot unscrew in flight. This seems particularly important to those of us who have inverted engines.

Kitty Hawk –

Two Chances to Fly to Kitty Hawk

CONRAD GREMBOWICZ

Rick Jones and a few other club members are still planning on flying to Kitty Hawk to commemorate the 100 year anniversary of the first flight by the Wright Brothers. Rick suggested planning the trip for 2nd week of September, in lieu of the Fun Fly (which some members have suggested canceling for a year).

At least a week should be reserved for the trip to allow for weather and other unforeseen events. Rick is looking for help in planning the trip details which will vary depending upon which planes are flying the trip (ie. flying speed, fuel capacity, range,...). Contact Rick for more details.

This summer Dick Baner is planning on flying with a group from Dayton, Ohio to Kitty Hawk. This flight is being planned by an Ultralight club in Ohio which has done considerable work planning their route and working out other logistics. So far, about 20 people from around the country have registered for this trip which is planned for the 3rd week in June. Contact Dick Baner for more details.

Club Project

P38 One Step Closer!

CONRAD GREMBOWICZ

Allen and Steve completed the work on the P-38 fuselage, and transported it back to Well's field. They did a really nice job on the assembly, installing the engine, gages and the like, and even better it all works! Now if we can only get the wings and tail done. Presently those pieces are still at Dick's

workshop requiring some minor touch up before covering with fabric can occur. Consensus was it would be a 1 or 2 weekend project and to wait until the temperature was back in the 30's or higher before working on the project.

Member Projects

Winter Boredom Fighters

CONRAD GREMBOWICZ

Ed's Challenger II

Ed Burkhead has received his Challenger 2 kit and has started the tail assembly in his garage with consulting expertise from his daughter. Ed is quite excited about the project but is a little apprehensive about the unknowns since it is his first building experience. Ed was reassured that plenty of club expertise is available if he should need it.

final version will be assembled from 4130 (aircraft grade) tubing. Rick is still debating whether to use a direct drive or reduction method for driving the propeller. Stay tuned, this should be an interesting project.

Rick's Rans Receives new Engine

In his quest for a new powerplant for his S-7, Rick Jones has acquired two Subaru EA-81 car engines to experiment with. With considerable help from Jamie Kee, a prototype engine mount was welded together from hardware store tubing for the new engine. A

Tom Eichhorn's Engine Hoist

Tom Eichhorn is in the process of designing and fabricating a small engine dolly/hoist for one person installation and removal of engines from inverted and frontend planes, Tom has a Challenger 1. Unlike some of us with supervising partners, Tom doesn't always have an extra set of hands available when he's working on his plane. Once completed, Tom will field test the new tool when he decarbons his engine later this month.

Rotax Engine Repair Training

Rotax Expertise Wanted

CONRAD GREMBOWICZ

There was some discussion about having the club pay the tuition for some member to get Rotax engine repair training at one of the many seminars offered. The idea is to have an engine expert in the club who can provide guidance to club members on engine maintenance, troubleshooting and repair practices. The "expert" would not repair club member's

engines, but would provide expertise and assistance as necessary. It was also suggested that the club could purchase the special tools required for most engine rebuilds that members could borrow. No decisions have been made or voted on but many thought the idea has merit.

That's a wrap!

Thanks to everyone who submitted articles and ideas this month! Keep them coming! Remember, if you're tired of reading about my exploits, send me some of your own.

PLEASE SEND ANY ARTICLE SUBMISSIONS, PICTURES, OR COMMENTS TO

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