

Hangar Flyer

On the Web at <http://www.eaa92.org> EAA Chapter 92

July 2007

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Young Eagles Chino July 21

We are expecting 45 young eagles to fly at our July 21st event. I still only have 4 ground crew signed up and I only have ONE pilot signed up with a second set as a maybe due to work being done on his airplane that he thinks will be completed by July 21st.. Presuming 3 seats available for Young Eagles that is 15 flights or approximately 8 hours flying time! With 4 pilots we can get it down to about 4 flights each. Please help our chapter fly these kids.

Cliff



Estate Sale

Recently a seller of high quality aircraft tools at Chino passed away. His son wants to sell them.
Contact **Chandar Kirsh** (415) 902-9626.

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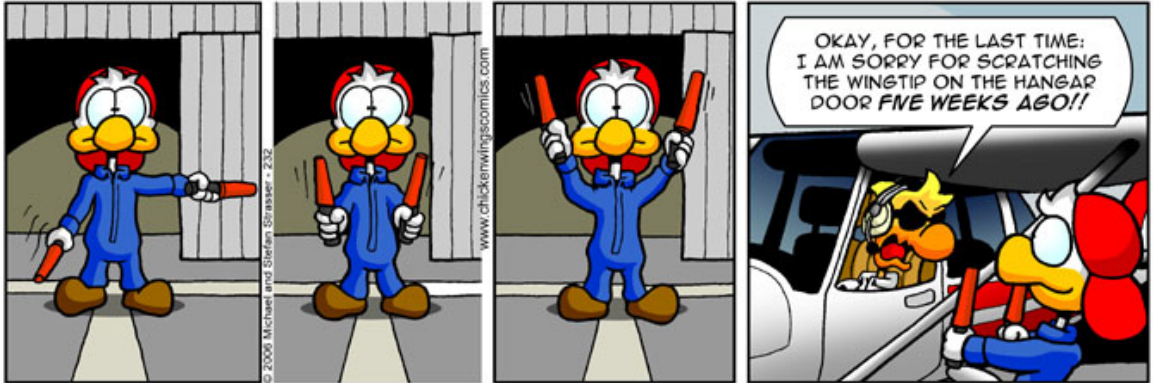


At The July 11th Meeting

Ray Hecker presenting Cross Country Flying. He will talk about flying to the Northwest Regional Fly-in to Arlington, Washington.

CHICKEN WINGS™

BY MICHAEL AND STEFAN STRASSER



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Check out more cartoons at <http://www.roost-air.com>

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Manage Your Power

Ed: This is a response to a video that was circulated on the internet of a bad landing by a P-51 pilot shown on You Tube. <http://www.youtube.com/watch?v=WN7xdjppw58>

Keep in mind that the stick manages the airspeed (pitch attitude and angle of attack) – power is used for ascent/descent rate management (Rate of Climb/Rate of Descent is directly related to excess/deficient thrust horsepower).

Use the following guideline for your training in the C-170. This is your programming process instruction set for making perfect landings. Always evaluate your airspeed, altitude and aiming point (your do loop):

- Final approach check list complete
- Final approach attitude – wings parallel or nearly parallel to the horizon including any banking maneuvers
- Hold runway Center Line (CL) during the approach:
 - Set an imaginary line between the aiming point or your final approach reference and a second point off into the horizon – this is the extended CL for alignment
 - These two points establish your reference line that coincides with the CL of the runway.
 - Hold the runway CL with the airplane's longitudinal axis
 - Compensating for wind drift throughout the approach
 - No crabbing or tail wagging (for low time pilots) into the flare
- Stick movement sets the pitch attitude (angle of attack) – trim for hands off flight (C-170):
 - 75 mph IAS = 65 KIAS
 - 80 mph IAS = 70 KIAS is preferred
 - Add \square the wind gust value to the approach speed
 - Example: Wind gusting 15 mph, add 7-8 mph to your approach speed
- Rate of descent/ascent/level flight is controlled by power

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Manage Your Power *Continued*

- not pitch
 - Adding/removing power (small doses) will change your pitch attitude slightly (reference to the horizon), but will not change your trimmed airspeed (angle of attack)
 - Configuration changes will change your airspeed (flaps, etc) and pitch references
- Hold the aiming point at the same relative horizontal position in the windscreen
- Adjust for aiming point for undershoot or overshoot with power:
 - The aiming point is NOT the same as the touchdown point
 - Your airspeed is nailed down and locked during the approach in the final landing configuration
 - The FAA calls this a stabilized approach (airspeed is locked and doesn't waiver)
 - You are flying through progressive approach windowpanes with your aiming point nailed down too!
- Hold power into the flare (round out), the way the Commercial and ATP rated pilots fly
 - Very short final approach is the same for the following:
 - Normal landing - Gradual reduction of power (touchdown 400 ft ahead of aiming point – 2 runway CL stripes)
 - Soft field landing - Slow reduction (touchdown 600 ft ahead of aiming point– 3 runway CL stripes)
 - Short field landing - Rapid reduction (touchdown 200 ft ahead of aiming point– 1 runway CL stripe)
- Smoothly and slowly (2-3 second gradual attitude change during the round out) bring the pitch attitude up to the desired position for the final landing attitude – the stick is always moving back during the flare, but not too rapidly to balloon the approach – it's like squeezing the trigger of a

Manage Your Power *Continued*

gun or rifle to make a shot, without jerking the round off

- The rate of descent slows to about 100 FPM from:
 - 325 FPM at 75 mph (65 KIAS@ 3 degree Glide Slope (GS)) – 5 x KIAS rule
 - 350 FPM at 80 mph (70 KIAS@ 3 degree GS)
- The final pitch attitude at touchdown is:
 - Two/Three point for “full stall” landing
 - Slightly tail low for “wheel” landing
- Manage the tail down stick force to keep the tail wheel from being overloaded/underloaded (shimmy)
- Hold slight stick back pressure while taxiing - until no longer flying (tied down)
- Let the airplane rollout and slow to a normal taxi speed
 - About the same as a brisk walking speed for an adult
- Exit the runway

Ray Hecker

United Airlines on ‘No Fly’ List

Ed: this is a reprint from the AOPA Website.

It’s generally not a good business practice to alienate loyal customers, but United Airlines has done that to its frequent fliers who are general aviation pilots and aircraft owners. And United is paying the price.

More than 1,700 AOPA members (and counting) have written United in response to an e-mail campaign on June 27 that urged its frequent fliers to support FAA funding changes, including user fees. This is the second time in less than a month that United has offended loyal passengers, including their premier executive million mile fliers. (The first was an editorial in United Hemispheres, the company’s in-flight magazine.)

Many vowed not only to stop flying with United but also to encourage their family, friends, and coworkers to boycott the

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UA on 'No Fly' List *Continued*

airline as well. Some of those customers had flown with United on a weekly basis.

“As of today, all employees of our companies will be notified that United/Ted will be added to the list of ‘no fly’ airlines,” one AOPA member wrote on Friday to Glenn Tilton, chairman, president, and CEO of UAL Corporation. “I am sure that is the considered consequence of your action, enjoy it!”

Members pointed out and corrected the misinformation spread by United.

Weather and airline scheduling are the two biggest causes of flight delays, not GA.

Business jets and GA aircraft make up no more than 4.5 percent of traffic at United’s five hub airports.

GA is not to blame for the airlines’ woes.

“But in reality, you must certainly realize that the system is not overloaded by corporate and general aviation. Your insincerity regarding commercial traffic delays is offensive, to those who know the truth,” another wrote to United. He went a step further to better illustrate the airline’s move:

“I suppose if your company name was ‘United Bus Lines’ you would waste your political capital to try to convince Congress to tax the corporate car user to pay for all of the roads!”

One AOPA member took a different approach and used an opportunity during a recent flight to educate passengers and crew members about the FAA funding debate.

“I came across [the] statement you wrote about user fees and modernizing the ATC system,” the member wrote to United regarding an editorial in *United Hemispheres*. “It was so grossly single sided and self serving that I had to respond by explaining to every passenger and the crew its obvious flaws. By the end of the flight many agreed with me, and came away with a different view of UA.

“For myself, I will never fly UA or TED again and encourage others to follow suit.”

Ed Marquart Flies West

Riverside, California – July 4, 2007.

Flabob Airport announces with sorrow the passing of one of its pioneers, Edwin E. “Ed” Marquart, who died peacefully of natural causes in the early morning of July 4, 2007. Ed worked at historic Flabob Airport from 1955 until two weeks ago, and was one of the most famous designer-builders of the homebuilt movement.



Ed was born in Ohio in June, 1922. During World War II he joined the Navy, and was a “plank holder” (original crew) of the U.S.S. *Shangri-La*, CV-38, the Essex-class carrier built to replace the *Hornet* when she was lost in action. Ed served aboard the *Shangri-La* as an aviation machinist mate through action off Japan until war’s end.

After the war, he returned to the Philadelphia area where he used his skills at various aircraft manufacturers including Piasecki Helicopter and Lanier Aircraft Corporation, makers of the innovative *Paraplane*.

Ed was an early member (number 198) of the Experimental Aircraft Association (EAA), and when he moved to Southern California in 1955 one of his first stops was at Flabob Airport, home of Chapter One of EAA. He was soon hired by Ray Stits, then the leading supplier of airplane kits for homebuilders, and worked with Ray for two years building kits. Stits remembers he and Ed, worked seven days a week and many nights, built the first SA-5 *Flut-R-Bug* in 30 days.

When Ray stopped producing kits to devote himself to the Poly-Fiber covering process, Ed went into business for himself at Flabob, opening his shop on August 1, 1958. His first airplane was the MA-3 *Maverick*, a single-place built as a proof of concept. In 2006, Ed had a chance to purchase the original MA-3, an attractive little biplane which now rests in Ed’s Flabob Hangar. Ed then designed the single-place MA-4

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Ed Marquart Flies West *Continued*

Lancer and the two-place MA-5 *Charger*, his most successful design, with more than one hundred completed examples. A handsome swept-wing biplane, with graceful lines and excellent performance, the *Charger* continues to be built. Ed flew the prototype to Oshkosh '71, where it was an immediate hit, and ultimately sold almost 500 plan sets. One *Charger*, N31DD, built by Dave Davidson of Texas, was the first biplane to solo both ways across the Atlantic.

In addition to providing plans and parts for his own designs, Ed built custom parts for countless homebuilders. In the 1970s, he teamed up with Bill Turner, for whom he built the replica Brown racer *Miss Los Angeles*, followed by a long line of replica golden age air racers, including a Gee Bee model Z, the Miles and Atwood Special, and major parts of the de Havilland Comet and Laird-Turner Meteor projects built at Flabob. He rebuilt the front section of Benny Howard's racer *Pete*, when *Pete's* fuselage was extracted from Paul Poberezny's *Li'l Audrey*, and helped with the restoration of *L'il Audrey*, now in the EAA Museum in Oshkosh.

Until a few weeks ago Ed worked daily on his restoration of a Buhl CA-3C *Sport Airsedan*, which is only one of two known to exist, and which was nearing completion in 2007. He had numerous other projects, including a Fairchild 22.

Ed was never too busy to lend a hand or give sound advice to homebuilders and restorers. He served as the second President of EAA Chapter One, and was awarded the Cliff Henderson Award in 1996. Almost any day he could be found at lunch at the long pilots' table of the Flabob Airport Cafe, where his inexhaustible store of flying stories and aircraft lore were at the service of all who were interested. His departure will sadden all who love sport aviation.

***Memorial at Acheson & Graham Garden of Prayer Mortuary
7944 Magnolia Ave Riverside, California 10:00 AM Friday,
August 10, 2007. Reception immediately following at Flabob
EAA Chapter 1 Building 16A***

General Minutes *June 6, 2007*

President Ray Hecker called the general meeting to order at 7:00 PM in Mimi's Café on the corner of Barranca and Culver, Irvine. Following the pledge, Ray had two guests introduce themselves.

Business Meeting

Roland Koluvek, treasure, presented the financial side of the Planes of Fame Bratwurst sales. Gross sales totaled over \$12,000. Gross profit from sales exceeded \$7000.

Cliff Carpenter, Young Eagles coordinator, reminded members of the next YE event on June 9th. Vince O gave a live demo of the process for pilots and ground crew volunteers to sign up on the YE web site at ye.pacstates.com. Don Myhra reminded members that a link to the YE site is on the chapters web site at www.eaa92.org.

John Frymyer, Chino airport manager and chapter member talked about the big changes at Chino airport and how our chapter figures in those changes. We will eventually be losing our present base ops with the county. He suggested the chapter may sublet from the new tenant of dome hangar 4, our present location, or he can provide the chapter up to 2500 sqft of office space outside the airport perimeter fence. He did say there is a minimum of 4 months lead-time before any changes regarding base ops would occur but we should start working on our options.

Rotax 912 Aircraft Engine

Following a brief break, Ray turned the meeting over to Jay Steffenhagen, vice president. Jay presented a very comprehensive and interesting DVD on the Rotax 9 series engines.

The meeting adjourned at 8:45PM.

Respectfully submitted,

Thom Steury, secretary

Board Minutes *June 13, 2007*

Jay Steffenhagen, vice president, called the meeting to order at 7:00 P.M at Signature Flight Support in Costa Mesa. Members Cliff Carpenter, Bob Dougherty, George Martin, Rich Newell, Jay Steffenhagen and Thom Steury were present. Don Myhra and Greg Fisher were guests.

Business:

Jay started a round table on ways to promote the chapter.

It was agreed by the members that Ray Hecker should continue to schedule the board meetings with Signature Air noting that the next board meeting will be at Mimi's following the general meeting on July 11. Ray will also be listed as the corporate contact with the Secretary of State,

Don Myhra gave an update on the two Air Academy candidates sponsored by the chapter. The candidates had just received official notification from national on their acceptance to the first senior session starting July 16th and running through July 25th. Airline tickets can now be purchased.

Cliff Carpenter reported the 12 kids had signed up for the June 9th YE event. The next YE event is July 21. Cliff expects at least 35 kids from the Discovery Science museum. September looks to be another big event with around 60 Boy Scouts and 20 or more Girl Scouts wanting to be Young Eagles. The last YE event for the year will be held in October. Cliff is working with John Frymyer on the possibility of a fuel discount for pilots/plane owners.

Jay opened up a discussion on meeting program material.

All members would like to see more builders' reports at the meetings and "hands-on" workshops either at the meeting or at base ops.

Jay requested the chapter obtain a basic sound system to use at meetings.

The meeting adjourned at 8:45 PM.

Respectfully submitted,

Thom Steury, secretary

Sun	Mon	Tues	Wed	Thurs	Frid	Sat
1	2	3	4	5	6	7
8	9	10	11 General & Board Meeting	12 13 Arlington July 11-15		14
15	16	17	18	19	20	21 Young Eagles at Chino
22	23 24 25 26 27 EAA Airventure Oshkosh July 23-29					28
29	30	31	General Meetings are at Mimi's Cafe in Irvine. Dinner starts at 6:00 pm with the presentation following at 7:00 pm		Board Meeting is held at John Wayne Airport in the Signature Air boardroom at 7:00 pm.	



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To subscribe or unsubscribe yourself,
send email to majordomo@eaa92.org
with the following in the BODY of
your email message:

subscribe members

or

unsubscribe members

General Membership Meeting

Wednesday July 11, 2007 - 7:00 pm

Arrive 6:00 pm for Dinner

Mimi's Café

4030 Barranca Parkway

Corner of Culver & Barranca

From the 405 Fwy, exit and
head Northeast on Culver Dr. to
Barranca. Turn right on Barranca

Turn right at first driveway and park in
Mimi's lot.

