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TENTATIVE CALENDAR OF EVENTS – 2010

Planning and setting of dates are typically done by your board of directors at the beginning of the year and sometimes change.

February 12th 2010 - Board of Directors Meeting @ Hangar / Everyone welcome as we discuss chapter business.
Friday 7:30PM

February 19th - General Hangar Meeting - Program subjects: Main Program-undetermined; Show 'n Tell – bring us what you are working on!
Friday 7:30PM

March 12th - Board of Directors Meeting @ Hangar / Everyone welcome as we discuss chapter business. Friday 7:30PM

March 19th - General Hangar Meeting

Meeting Topics to be discussed at the Board Meeting on February 12th. Got an idea or want to host a meeting? let us know.

Other events this year:

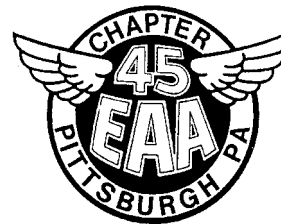
Legal Eagle Hands-on Workshops
Spring Social Pot Luck Dinner
Oshkosh Convention (Airventure)
EAA's B-17 visit
Summer EAA Picnic at the airport
November Pot Luck Indoor Picnic

At left, a warm day in early Spring,,,,,

Cockpit Clutter
Experimental Aircraft Association
Greater Pittsburgh EAA Chapter 45
2 Airport Road
Belle Vernon, PA 15012
Address Service Requested



Cockpit Clutter



EAA Chapter 45 web site www.eaa45.org

Chapter 45 Newsletter

Experimental Aircraft Association

February 2010

Working on a project at home? Bring it to a show n tell at the February General Meeting. We'd love to see what you are constructing...

Interesting Story: Most of us remember the EAA's Experimenter Magazine that was ruined by conversion to Sport Pilot magazine. Well, the Experiment is back as an on-line magazine /newsletter. In the January issue, there is a great story by a writer friend, Nick Wood, (http://www.eaa.org/experimenter/articles/2010-01_quail.asp) concerning the **Aerosport Quail Airplane**. The Quail was designed by Harris Woods in the early 1970's and had the look of a single place Cessna 152. It was all metal and most were powered with VW engines. Although you could build one from plans with scratch materials, Woods offered materials kits that had most of the needed materials at a discount; but no real effort was made to offer finished parts. Few were completed but a Chapter 45 member, Joe Dixon built a fine example. Unfortunately, on an early test flight, Joe experienced a carburetor problem (possibly carb ice although he attributed the problem to a stuck float) and the airplane landed heavily and flipped over on its top. Except for his pride, Joe was unhurt. STORY CONTINUED elsewhere in this newsletter...

Members, we want pictures and stories of you, your family, and your friends enjoying aviation! We also want pictures and stories of your aircraft projects. Please send your information to [Steve Glaeser](mailto:sglaeser@comcast.net) (sglaeser @ comcast.net) and keep an eye out for it on the Chapter website.

Check it out... www.eaa45.org

It is that time of year again when we must ask you to complete the form below and mail us your chapter DUES.

Year 2010 Membership Renewal Drive

Dues for all members ... \$ 25.00 cash or check ... make checks payable to EAA Chapter 45. PLEASE MAIL THIS RENEWAL OR DROP IT INTO THE MEMBERSHIP DUES BOX AT THE HANGAR. PLEASE DO NOT HAND IT IN TO ANY OTHER MEMBER OR BOARD MEMBER.

IF YOU DO NOT MAIL IT OR DROP IT IN THE DUES BOX AND IT IS LOST, PLEASE FILL OUT ANOTHER FORM AND PAY IT AGAIN. DO NOT COMPLAIN.

New members joining after January should pay a prorated amount equal to \$ 2.00 per month of the remaining year. Current members or those who haven't paid in a while still owe \$25.00 no matter when you join.

Fill out, clip & mail this slip with dues payment to:

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EAA Membership Dept.
2 Airport Road
Belle Vernon, PA 15012

Name _____ Date _____

Everyone needs to fill out their address so that we may correct errors. The post office makes us PAY double postage for correcting addresses.

Street address _____

Town, State, Zip _____

Home phone _____ Wk phone _____

*Pilot Y ___ N ___ Spouse name _____

e-mail address _____
(PRINT CLEARLY - chickenscratch will not go through)

*National EAA # _____ * Please note: you do not need to be a pilot to be a member in good standing with our chapter, however **you MUST be a member of the EAA in Oshkosh, Wisconsin**. It is your responsibility to ensure this AND WE WILL ENFORCE THIS REQUIREMENT.

Go to www.eaa.org to join.



Picture: full uncut VW engine case, 1/2VW motor

Chapter Project: The LEGAL EAGLE Ultralight Chapter Hangar at Rostraver

Tentative Week night meetings schedule, 7:00PM to 9:30PM

February 22nd (Monday Evening); March 8th & 22nd (Monday Evenings) ***
Tentatively April 5th and 19th

Goal: to have something to work on, to learn on, to play with, to talk about, to show off, to copy for your own, or just another reason to kill time at the airport...

*** send Jack an e-mail if you want to know the current schedule. The members that have been attending the workshops have chosen Monday evenings as best. Want to have a workshop at a different time, let me know. [hangarb7 @ yahoo.com](mailto:hangarb7@yahoo.com)

CHECK WITH ME IF YOU ARE WORRIED ABOUT SNOW OR BAD WEATHER. WE HAVE CANCELLED A FEW MEETINGS ALREADY. E-mail is fine up to about 4:30PM on the day of the meeting. Send it to the hangarb7 address...

UPDATES !!!

SHOP TIP #41-a - Testing fuel for ethanol by Jack Dernorsek

Last month I offered a Shop Tip that showed how to test gasoline for the presence of detrimental ethanol alcohol additive. I also did this dramatic test to a sample of fuel at our January General Meeting. A portion of the Shop Tip is below if you had forgotten:

“On a test tube or narrow bottle, like an olive bottle, make a permanent line about two inches from the bottom.

Fill with water to this line, then fill the tube or olive bottle to the top with gasoline.

Cover the tube, agitate it (shaken, not stirred) and then let it stand.

Ethanol mixes with water and the two will separate out together. Therefore, after mixing the water and the gasoline, if the water level appears to have increased, then the fuel contains ethanol and should not be used for aircraft.”

The finished test that showed a positive result for ethanol leaves more clear liquid in the bottom of the jar which would be the test water and any bonded ethanol. But the yellow colored gasoline had a milky or foggy look which was probably some ethanol still blended in the gasoline, bonded to some of the water producing this hazy fuel.

At the meeting, member Steve Roper asked me if this could be done to remove ethanol from blended gasoline to produce fuel that was usable and alcohol free. My answer was that it was obvious that the hazy resultant fuel was not recommended for use and that the answer was a clear ‘No’. In fact, I said, the haziness doesn’t ever disappear from the fuel as proven by my experiments at home in my basement workshop.

Yet, two days after the EAA meeting, the tested, hazy fuel sample from the meeting demonstration, sitting in the jar in my very cold unheated garage produced a perfectly clean gasoline sitting on top of the water! It seems the cold temperature started a process where the water in suspension dropped out of the fuel. So I would now say that if you could decant or mechanically siphon the fuel floating on the water, you indeed should be able to use the gasoline as relatively ethanol free.

Another Update involves the suggestion that I printed last month from member Larry O’Keefe to be sure to apply for an updated, plastic Pilot Certificate from the FAA, as your old paper certificate will expire on March 31st, 2010



You may also remember that once applied for, you are charged a \$2 fee for the new plastic card, which necessitates using your credit card on the internet or paying by check with a formal handwritten, snail-mail application.

However, this is the good news that happened to me. Seems that I had never applied to replace my Social Security number as my Pilot Certificate number, and I figured that I needed to do that first. So I applied for a new Certificate number, and a week later, my new, FREE plastic Pilot Certificate showed up in the mail !! Great!

The Joe Dixon Quail, continued from Title Page...

Instead of rebuilding the airplane, Joe was aware of an exceptionally fine Quail that had been built by a man named Jack Turner, and the airplane was for sale. So Joe purchased Turner's Quail, sold his slightly damaged project and went on to fly the Turner Quail for about six years before selling it to a young student pilot in Ohio, who subsequently flew in to Rostraver Airport with his instructor and then flew his new homebuilt airplane home!

The Turner-Dixon Quail



Joe Dixon Flew West a few years later but he was a great guy. As a side note, his wife was an original WWII Rosie the Riveter, riveting portions of A-26 medium bombers (a derivation of the Martin B-26)

The Turner Quail that Joe flew so often at Rostraver, as I mentioned went out to Ohio. It turned up to me about four years ago, owned by a man named Jack Cupp from Arizona who had purchased the airplane from a young fellow in California. Cupp sold the airplane to a gent in San Antonio, TX in 2006 and he is now building a Teenie Two.

About 10 years ago, I was attending a Fly-in over in Ohio at Fulton County airport, about thirty miles west of Toledo, Ohio. I met a fellow who was finishing a nice Quail and we struck up a conversation about the airplane. I told him who I was and he said, "Well, maybe you know the person who built this airplane." It was Joe Dixon's original Quail, the one that he built and flipped on landing!

This airplane too, had been passed from owner to owner, all who had ideas of rebuilding the damaged portions and putting it back into the air. This fellow, Jamie Reynolds had actually finished it and was about to fly it. The original Dixon-built VW engine had been underpowered, and Jamie had a larger Hummel Engine VW built by the same Scott Casler who built my Teenie Two motor.

Jamie Reynolds might be familiar to you if you have seen the cute multicolor cartoons that regularly appear in Kitplanes and Sport Pilot magazines (his characters are Matt and Maynerd). He is the artist who creates those cartoons and has stayed in touch with me for all these years. Joe's airplane flies great and Jamie attributes the fine construction to Joe in the article. Jamie had asked if I would proof the details about Joe before the article was submitted.

Also, check out Matt and Maynerd, the cartoon strip that Jamie Reynolds creates, at

<http://userpages.bright.net/~jamier/2index.html> or <http://www.Cartoonstrips.com>



The Dixon-Reynolds Quail

There are pictures of the Dixon Quail, damaged and overturned in the Experimenter article. It happened at Rostraver Airport.

Joe Dixon and his Quail in front of Ernie Lanyi's hangar, 1988

N56JT Aerosport Quail, built by Jack Turner, Columbus, Ohio 1978

Owned by Joe from 1983 to 1989.



To check out any of the Experimenter newsletters on line, go to www.eaa.org then click on Multimedia and go to newsletters...

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There is another story submitted to EAA's Sport Aviation that hasn't appeared. It is a story by a second airplane builder and friend, Jimbo Stephens who finished and has flown a Milholland Double Eagle. Jimbo is a Louisiana District Judge and lost his right arm in a farm accident when he was a child. His parents never let him accept that he was different so he played sports and did all the stuff that kids used to do when growing up. That's why the story is so great...

A Double Eagle, Single Handed I helped him prepare the article and submit it to Sport Aviation so if I hear it will be run, I'll alert you. We have been waiting six months so if we don't hear soon we are going to send it to Kitplanes or some other publication. It is truly inspirational.

Jimbo Stephens on his first flight in the Double Eagle



Shop Tip # 42 Checking Your Electronic Tachometer

I don't know where I found this although there is an e-mail address here. I found it fascinating so I borrowed it. JD

<http://www.cadvision.com/blanchas/54pontiac/tach.html>

How to Check Your Tachometer

I was doubting my tach and was wondering how to test it to see if it is actually accurate. On the alt.autos.rod-n-custom newsgroup from 2001 (used www.dejanews.com to search), I found a discussion that talked about using a 12 volt battery charger to check the tach. So what the heck, I tried it.

The theory goes that a 120 Vac 60 Hz battery charger puts out an imperfect DC voltage. It is actually a pulsating DC voltage that corresponds to

- 1800 rpm for an 8 cylinder,
- 2400 for a 6 cylinder
- 3600 for a 4 cylinder

Well it works! When I hooked it up to my tach's input (+ve to tach +ve and -ve to gnd), it showed exactly 1800 rpm. The technical theory goes like this. The battery charger doesn't put out a DC signal, it is a 120 Hz full rectified waveform. When a battery charger is connected to a battery, the battery acts like a huge capacitor and smoothes out the waveform (simple explanation). I used a frequency counter to verify that the battery charger was putting out 120 Hz.

Here's the math:

$$120 \text{ Hz} = 120 \text{ cycles/sec}$$

$$120 \text{ cycles/sec} * 60 = 7200 \text{ cycles/min}$$

$$\text{There are 8 cylinders, so } 7200 / 8 = 900 \text{ cycles/min}$$

but it is a 4 stroke engine which only fires on 1 firing stroke (combustion)

It fires once every 2 cycles

$$\text{So, } 900 \text{ cycles/min} * (4 \text{ strokes/1 firing stroke}) * (1 \text{ firing stroke/2 cycles}) =$$

$$1800 \text{ cycles/min or } 1800 \text{ rpm}$$



*****Also of Interest*****

Recently, two important people passed away at very old ages, one is Morry Hummel, creator of the Hummel Bird and Ultracruiser homebuilts. And the other person is Howard Levy, aviation photographer and author. I received an E-mail from Chapter Pres Clark Irwin about Howard:

“I just heard that aviation photographer Howard Levy passed away on Jan 29th. He was a very interesting guy and I had a chance to meet him in 2004 when he came to Rostraver to do a photo shoot and article on the “RANS Clan” for Kitplanes Magazine. He spent two days with me, Eric Humes, and Mark Pennsenstadler taking photos and interviewing us for the freelance article he was writing. We also did an “air to air” formation photo shoot with my S-7, Mark’s S-10, and with Elaine Hess flying the Camera plane. Much to my disappointment, the article never ran in Kitplanes and I never got to see any of the hundreds of photos that he took! Howard was a great guy with many fascinating stories to tell. He has photographed many of our aviation heroes and famous aircraft over the years. While taking pictures of our planes in the wet morning grass behind the fuel pumps, I pointed out Jay Apt’s Beech-18 (with tricycle gear conversion) that was parked on the ramp. Howard said “oh yeah... John Thorp hired me to photograph the prototype”! Ha!

See attached photo and link... Clark” http://www.eaa.org/news/2010/2010-02-04_levy.asp

Clark and Howard below, in front of Clarks Rans S-7



By the way, I understand that the WEB LINKS that I publish do not always work to lead readers to the web sites. However, just cut & paste these links into your browser to see the sites. – ed.