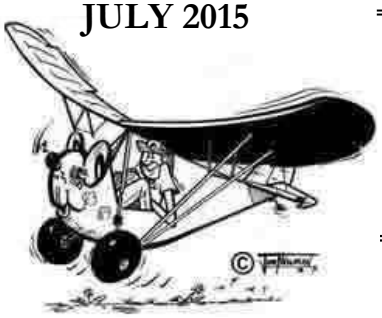
JULY 2015



EAA CHAPTER 145

SINCE 1962

Chapter Meeting: Saturday, July 11, 2015 – 10:00 am
Riverview Airport (08C) in the meeting room

INSIDE THIS ISSUE

CHAPTER MEETING

Andy Matthews will be the speaker for our July meeting. He will be presenting the flight planning software – **iFlightPlanner**. One can plan flight routes, view weather enroute & TFR's, METARs, and SIGMETs. The program gives certified weather briefs, performs weight & balance calculations and has complete airport information. There is a free version, and paid versions with more options.

LAST MEETING

Thanks to Rick Saliers for his entertaining and informative presentation on the Lockheed Starlifter C-141

TOOL REQUEST

Kel DeVries is looking for a prop puller tool for his project. Kel is working on a McCulloch engine. So if you have a prop puller or know someone that does, please let Kel know at the meeting or email: sonerai@comcast.net

CHAPTER 145 POLO SHIRTS

We are now accepting orders for Polo shirts with the Chapter 145 logo on them. Short sleeve style are $26.00 (in light blue color) or long sleeve for $34.00 (in white color). A sign-up sheet will be at our next meeting, or see Bob Swietek for more information.

YOUNG EAGLES

Upcoming Young Eagle events:

-Aug 22 Holland Wings of Mercy Event
- Sept 19 GAAA, YE rally at Greenville

Volunteers are needed for flying YE's and working on the ground, check with me, Dick

DOUGLAS WORLD CRUISER REPRODUCTION

On September 28th, 1924 three aircraft touched down at Sand Point Washington to complete the first circumnavigation of the globe by aircraft. The aim of our project is to fly a reproduction of one of these aircraft, dubbed Seattle II, around the world in celebration of that epic and historic first leap around our planet. To that end we have constructed a reproduction of one of the original aircraft to make the journey. The 1924 Douglas World Cruiser was, in itself, a successful and durable design, and became the basis for several follow-on contracts with the Navy and commercial operators.

The Seattle 2 is powered by the same type of engine that powered the original Cruisers; a 400 HP Liberty V-12 engine. Many consider the engine to be the most important contribution the United States made to aviation technology during World War I. It was designed in just 6 days by Jesse G. Vincent of Packard and Elbert J. Hall of Hall-Scott in mid-1917 for the U.S. Government. Automakers Ford, Lincoln, Packard, Marmon, and Buick produced 20,748 Liberty 12s before the Armistice.

The airplane is now assembled, and beginning flight testing. Proving-out of the subsystems is occurring with each new flight. After aircraft and pilot are ready, the big push for the round-the-world flight will happen.

Click on the following links for more information:
https://www.youtube.com/watch?v=5M3T9gOoKtY&feature=youtu.be
http://www.seattleworldcruiser.org/
https://www.facebook.com/pages/Seattle-World-Cruiser/387108678152266

SOLAR IMPULSE II – Round the World Flight update

Weather permitting, the sun-powered Solar Impulse 2 plane will continue its historic around-the-world journey this weekend with the longest, most perilous flight of its trip up next: A non-stop, four- or five-day flight over the Pacific Ocean from Japan to Hawaii.

This leg will be not only the world's longest solar-powered flight of all time, but it will also be the longest solo airplane flight (in time) ever attempted. Likening himself to legendary aviation pioneers such as the Wright Brothers and Charles Lindbergh, pilot André Borschberg called this "the moment of truth" for the mission and its team.

Unlike the first few legs of the flight, which were over land in Asia, there will be no landing the airplane if something goes wrong above the vast Pacific Ocean. Fellow pilot Bertrand Piccard (the two pilots have alternated legs of the journey) said that in the worst-case scenario, "a parachute and a life raft" would have to be used by the pilot to save his life. Borschberg is flying this upcoming leg, which will span more than 4,000 miles. He'll only be able to take small, occasional naps while his team monitors the flight and will be bringing several hundred pounds of food, water and supplies on board.

Given the low speed of the ultra-light aircraft, the five-month round-the-world mission will take 500 flight hours — or nearly three weeks in the air — and cover about 22,000 miles. The Solar Impulse is the largest aircraft ever built with such a low weight, equivalent to that of a small car.

The journey began March 9 with a flight from Abu Dhabi, United Arab Emirates, to Muscat, Oman. To date, the pilots, both from Switzerland, have completed six legs of the mission. The seventh and most recent leg, from Nanjing, China, to Honolulu, Hawaii, had to be shortened because of bad weather, necessitating a landing in Japan on June 1.

The plane, which damaged its wing slightly upon landing in Japan, and both pilots have been waiting there for a weather window to open.

During the day, the plane charges its batteries by flying at an altitude of 27,000 feet — well above low-level clouds that can block the sun. The charge allows it to fly through the night.

"We need to find good weather for four days," Piccard said. The plane needs clear skies to recharge the batteries, so clouds must be avoided, he said. Staying away from turbulence and strong winds is also important for the light-weight aircraft.

Meteorologists, air traffic controllers, engineers and mathematicians are all working from a control center in Monaco to ensure the flights go smoothly. "Energy is what matters," Borschberg said. "We need to be in a sunny environment."

Once the plane reaches Hawaii, the next flight will be over the Pacific to Phoenix. From there, Solar Impulse will land at a location in the Midwest, then New York City, then two final flights over the Atlantic Ocean and the Mediterranean Sea before landing back at Abu Dhabi.

See http://www.solarimpulse.com/ for more information.

AUTOGYRO – Round the World Flight update

Click on the following links for more information:
http://www.gyroxgoesglobal.com/
http://gyroxgoesglobal.blogspot.com/
http://share.findmespot.com/shared/faces/viewspots.jsp?glId=0ft5ixJKpvl36j7EUyzbvXy7mnyRRfSND

Northern Irish aviator Norman Surplus aimed to set a record for the first 'round-the-world gyrocopter flight in 2010. He had to abandon the attempt after reaching Japan, however, because he couldn't get approval to land in Russia. After shipping his gyro to the U.S. West Coast, Surplus will resume his trip today (June 1), when he flies from McMinnville to Tillamook, both in Oregon.

The vehicle has an unpowered rotor that spins freely to create lift, and an engine-powered propeller to provide thrust. "It's like flying a motorbike, It's very maneuverable. It does about 90 percent of what a helicopter can do, plus a few things a helicopter can't," he said. It's also very safe, and it can't stall, Surplus added. "If you pull the throttle right back, it goes into a slow descending hover," he said.

Surplus can fly at about 80 mph (130 km/h), at an altitude of about 800 to 1,000 feet (240 to 300 meters). On a typical day, he can fly for about 4 to 4.5 hours, but only during daylight and always in sight of the ground.

Surplus began his journey in his hometown of Larne, Northern Ireland, in March 2010, and made his way across Europe, the Middle East and Southeast Asia. But when he reached Japan, his record attempt was thwarted.

The gyro's maximum range required Surplus to make a stop in eastern Russia en route from Japan to Alaska, but Russian officials did not grant permission for him to land there. His vehicle sat in Japan for three years as he attempted to secure permission, but he ultimately had to abandon the record attempt and ship the gyro to the U.S.

Surplus took off today from the Evergreen Aviation & Space Museum in McMinnville, Oregon, where the aircraft was on display over the winter. He plans to fly to Tillamook, Oregon, and then continue on to Portland. From there, Surplus aims to make his way across the country to Maine, then on to Quebec, Greenland, Iceland, the Faroe Islands and the Outer Hebrides, before heading back to Larne. The journey should take about six to seven weeks, he said.

A satellite tracker on the gyrocopter updates the craft's position every 10 minutes. Viewers around the world can follow the gyrocopter's progress online.

REDBULL X-ALPS

July is a special time for fans looking to follow one of the world's most physically demanding races. There are epic climbs in the mountains to look forward to, incredible battles between protagonists during each stage and complex tactics and teamwork. Plus, it passes through the spectacular rugged beauty of the Alps. No, we're not referring to the Tour de France but another race, even more demanding and just as exciting – the Red Bull X-Alps.

Here are 10 reasons why you need to follow the race and bookmark your browser to Red Bull MOBILE Live Tracking. And clear your diary – the race starts on July 5.

FORD TRI-MOTOR

Chapter 704, Sparta Mich, will be hosting the Ford Tri-Motor on August 13th - 16th. They could use some volunteers – see bulletin board for more information. Or book a flight for yourself and enjoy a bit of yesteryear.

And Remember that Tom Kozura will be running his radial engine at that event…. He will be the one covered in castor oil.

EAA Chapter 145 website: *www.145.eaachapter.org*
EAA National website: *www.eaa.org*
Riverview Facebook: *www.facebook.com/pages/Riverview-Airport/115468211816419*

UPCOMING EVENTS

July 1-5	Battle Creek Airport	Battle Creek Airshow & Balloons
July 11	Hastings Arpt (9D9)	Pancake Breakfast
July 11	**Riverview Airport(08C)**	**meeting-Andy Matthews-Flight Plan Software**
July 18-19	Sparta (8D4)	Fly-In Movie & Camping
July 20-26	Wittman Field (OSH)	OSHKOSH 2015
July 28-Aug 1	Mentone, IN (C92)	Gryocopters & Paramotors: P.R.A. Convention
Aug 8	**Riverview Airport(08C)**	**meeting-Harvey Alley-Aircraft Photography**
Aug 13-16	Sparta (8D4)	Ford Tri-Motor Flights
Aug 15	Sparta Airport (8D4)	Clerget 9B Rotary Engine run – Tom Kozura
Aug 22	Holland Airport	Wings Of Mercy Air Care Event
Aug 29	Grand Haven Airport	Grand Haven Fly-In Breakfast
Aug 29-30	Ypsilanti Airport	Thunder Over Michigan Airshow
Sept 19	Greenville	Young Eagle Event
Sept 18-20	Fredericksburg Texas	Riverview Pilots Flying Adventure Trip

If you know of events that should be on the event calendar, please e-mail them to me
If you would like to be on the e-mail list for meeting and event reminders, or if you would like to receive the newsletter electronically, which is full color and delivered days before the print version… please send your e-mail address to: randall.houtman@dematic.com

The 2015 Officers for EAA145:

President, Dick Foster
(538-8849 c172foster@gmail.com)

Vice President, Bruce Whitman
(897-9846 bwhitmanpe@att.net)

Secretary/Treasurer, Bob Swietek
6962 Bridgewater Dr. SE
Grand Rapids,MI 49546
(676-2951 airdale69@aol.com)

Newsletter Editor, Randy Houtman
(913-5908 randall.houtman@dematic.com)

Treasurer's Report: (As of July 4th)

Liabilities: $3500.00
Cash: $11.62 Checking: $87.94
Savings: $5411.44 Total: $5511.00

Website Editor, Bill Willyard
(wgwillyard@att.net)

EAA CHAPTER 145 MEMBERSHIP APPLICATION / RENEWAL FORM
DUES ARE $35.00 PER YEAR – JANUARY 1st to DECEMBER 31st

Name _____
Co-Pilot / Spouse _____
Address _____
City _____
State / Zip _____
e-mail address _____
Home Phone _____
Work Phone _____
National Membership # _____

Aircraft Owned _____
_____

Projects / % Compete _____
_____

Bring this form to the next meeting or mail to:

EAA Chapter 145 Treasurer
6962 Bridgewater Dr. SE
Grand Rapids, MI, 49546