

November 2016



EAA CHAPTER 145

SINCE 1962



**Chapter Meeting: Saturday, November 12, 2016 – 10:00 am
Riverview Airport (08C) in the meeting room**

CHAPTER MEETING

Practical Aviation Weather will be presented by WOOD-TV8 meteorologist Kyle Underwood. Understanding complex weather systems can be key in aeronautical decision making, so we hope you are able to join EAA145 and learn from the expert. Kyle is a private pilot and flies a C-182 and the TV-8 drone. See attached flyer for details



THANKS

A big thank you goes out to those that helped set-up the October bonfire event. Bill Willyard somehow converted a restaurant grill to work on propane. Mike DuBuis perfectly seasoned the hamburgers and estimated the proper amount, as there was only one leftover. And all the side dishes were delicious and quickly disappeared as well. Thanks to all.

INSIDE THIS ISSUE

- 1 Aviation Weather
- 2 3rd Class Medical
- 3 Homebuilder Hints
- 5 U.S.A.F. Museum
- 6 Upcoming Events

YOUNG EAGLES

On October 9th we flew up to Roben-Hood Airport in Big Rapids and gave 9 Boy Scouts their first experience in flight. Randy Houtman took care of the registration and computer work. On October 30, I made an exception and flew a single Young Eagle. Nick Quik, is a 13 year old, who wants to be a pilot ASAP. Over 2 million and counting. Dick

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). Caps in royal blue are also available for \$15 each. A sign-up sheet will be at our next meeting, or see Bob Swietek for more information.

EAA145 HANGAR

- Herb Harney/Bob Kawa are working on the cowling of his RV-8A.
- The Chapter now has a form for members to fill out if they want to put a project in the hangar.
- Hangar space is available for anyone working on a project. Contact Dick Foster for details.



PRESIDENT'S CORNER

Have plane...will fly. I think about this phrase as it applies to sport aviation, as it applies to EAA, as it applies to Riverview. Most of the non-commercial aviation activities that I see around West Michigan involve someone just wanting to fly their airplane for the fun of it.

There are Young Eagle flights, Eagle flights, White Feather flights, breakfast fly-ins, lunch fly-ins, camping fly-ins fly to USAF museum, fly to Texas, fly to Bar Harbor, fly to the Bahamas, fly a color tour, to name a few.

Next time you want to fly for fun, invite someone to go with you. Share the fun and introduce someone to sport aviation. You both will get a lot of enjoyment out of the flight. Wishing you clear weather, Dick

MEDICAL Third-class Medical Certification: A Big Win for GA

By Jack J. Pelton, EAA CEO/Chairman

July 24, 2016 - For the past five years, EAA's number one government advocacy priority has been reforming the FAA's third-class medical certification system. Why? Because that is what EAA members wanted. We fought through many challenges and over numerous hurdles to make it happen. It's an example of how important your EAA membership can be, because our combined influence made a difference.

On July 15, President Obama signed a funding extension for the FAA that included third-class medical certification reform. More details and specifics are available in this section. But what I want to state is how important this is for general aviation. This change will reduce the financial and regulatory burdens and result in less hassle for thousands of pilots. It will make it easier to fly for many people. It is a win for everyone who loves and supports recreational flight.

I must mention a few people by name who were instrumental in getting to this point. First is Sen. Jim Inhofe (R-Oklahoma). After his success with the initial Pilot's Bill of Rights in 2011, he saw the need in other areas for better protections and possibilities for GA pilots. Those ideas became the Pilot's Bill of Rights 2, for which Inhofe fought tirelessly—getting the Senate to pass the measure on three separate occasions including in the Senate version of the FAA reauthorization bill.

Rep. Todd Rokita (R-Indiana) was the first to set medical reform legislation in motion through his introduction of the General Aviation Pilot Protection Act (GAPPA) in 2014. Longtime pilot and EAA member Rep. Sam Graves (R-Missouri) pressed that legislation forward and ultimately introduced a companion version of Inhofe's Pilot's Bill of Rights 2 in the House. The pair were invaluable in the ongoing negotiations with House leadership regarding the FAA funding legislation that eventually contained the final version of medical reform.

This is the first aeromedical reform package to make it all the way through the FAA/DOT rulemaking committee or Congress in nine attempts by EAA and/or AOPA, going back more than a quarter century. We said at the beginning that the legislative process is painstaking, time-consuming work subject to political or personal whims and non-aviation agendas. That was the case but, in the end, we got it done.

SIMPLICITY

Thanks to third-class medical reform, many pilots who have held a valid medical certificate in the past 10 years will never have to see an AME or hassle with FAA paperwork again.



SAFETY

Third-class medical reform will allow pilots to treat underlying medical conditions with their personal physicians and lets them continue to fly the type of aircraft in which they are most experienced.

SAVINGS

By removing the need for constant medical and special issuance renewals, third-class medical reform saves pilots significant time and expense.



ADVOCACY

EAA could not have pushed medical reform through Congress without your continued support. Thousands of EAA man hours and ongoing relationship building went into getting this done. Your membership, and our community, makes a difference.



And this reform is not just for older pilots seeking to maintain currency in the under-6,000-pound airplanes they are most familiar with. Young pilots or those just entering the GA community will find immense economic and regulatory benefits, as they can choose to have one AME medical exam at the start of their flying life and use the simplified process after that. We believe that visiting one's personal physician every four years and taking an online aeromedical briefing every two years is a fair requirement for the freedom and responsibility involved in piloting a personal aircraft larger than the light-sport category.

This has been a long effort, at times fraught with uncertainty and change. But we got it done. Let's celebrate this major achievement at Oshkosh! Let's also take the time to learn how this will affect us individually, and how we can build on this for even more progress in the future.

Jack J. Pelton
CEO/Chairman of the Board

HINTS FOR HOMEBUILDERS

BENDING ALUMINUM TUBING BY MIKE HEPERLEN EAA #267043

As anyone knows who has tried to bend aluminum tubing for pneumatic, fuel or hydraulic uses, it can be very frustrating! Jim Finefield of Finefield Aviation, Crystal Lake, IL came up with this idea which works great. As you can see from the photo, there are no kinks in this 1/4" .035" wall tubing even though it was bent 360° in a 1" diameter. This type of bend is impossible to get with the traditional type of tubing benders. The way this is accomplished is to cut the tubing to the length you want it to be



when finished. Then install the sleeves and nuts and flare the tubing ends. Then install unions on both ends and cap one end with an AN 929 cap. Fill the tubing completely with bead blast material (sandblasting sand will work) and cap the other end with the same part number cap. Then you can bend the tube any way you want and it will not kink. After bending, just empty out the material and blow clean. I bent the piece of tubing in the picture around a broom stick.

TUBES AND BAGS BY JAMES P. LAGOWSKI

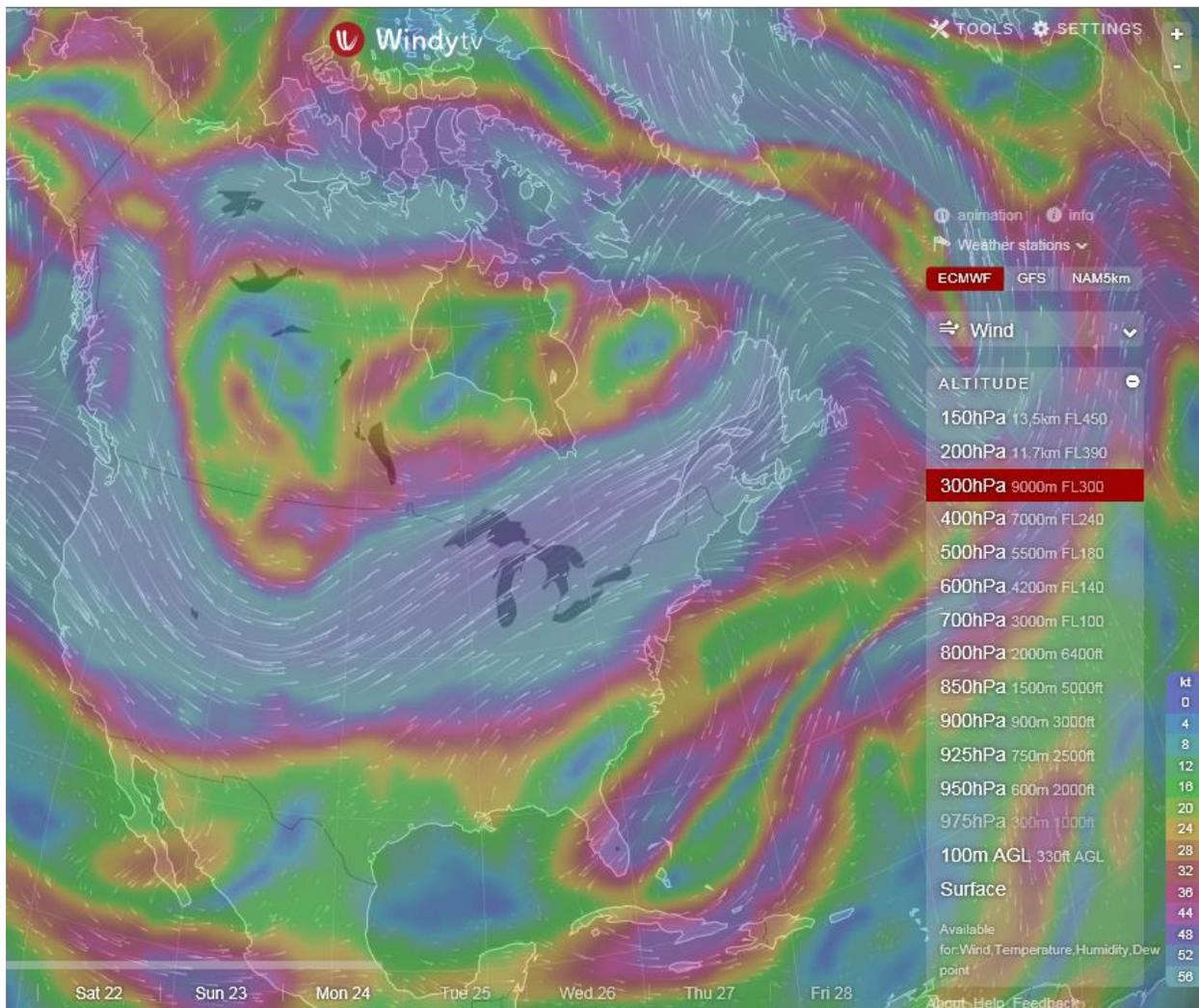
Disposable polyethylene cake decorating tubes (approximately 350 each) make perfect fillets for composite kit builders. The epoxy "paste" is stuffed into the tube and used like a caulking gun. The size of the fillet is determined by how much you snip off the tube end. The photo shows a tube and two illustrative fillets.



For flexible clamps, use sand-filled zip-lock bags! They are cheap, easy to use, adapt to surface variations and at approximately eight pounds each are easy on the backs of us older builders! The photo shows bags used to weight down the skin of our KIS ailerons during final closure. My partner and I used approximately 750 pounds of sand in bags to "clamp" the two wing skins during wing final closure. Duct tape on the bag will help keep it from sliding on smooth surfaces. Both of these techniques can be adapted to wood and metal plane construction.



WEBSITE OF THE MONTH: www.windytv.com



This interactive world map weather forecast is visually stunning and practical. This app provides you with wind, temperature, cloud, wave, rain and snow extended forecasts.

Features

- Multiple Overlays: wind, wind gusts, temperature, clouds, humidity, low clouds, rain and snow, rain accumulation, waves, wind waves, swell, swell period, and pressure.
- Altitude Options - some layers allow you to view it in different altitudes: surface; 300m, 1000ft; 600m, 2000ft; 750m, 2500ft; 900m, 3000ft; 1500m, 5000ft; 2400m, 8000ft; 3000m, FL100; 4800m, FL160; 6000m, FL200; 8000m, FL260; 9000m, FL300; 10km, FL340; 11.7km, FL390; 13.5km, FL450.
- Unit Options: (wind: m/s, mph, km/h, kt), (air temperature: C, F), (precipitation: mm, in), (wave height: m, ft), (snow accumulation: cm, in), (atmospheric pressure: hPa, inHg).
- Data Source: NOAA's GFS with up to a 13 day forecast (depending on overlay used).
- Data is updated 4x daily with GFS.
- Timed weather forecast available in 1 day increments (to use drag on top of the display) and 3 hour increments (to use drag at the bottom of the display).
- No intrusive permissions required.
- In detail zoom you can select from Here Maps (satellite, terrain) or ESRI topography.

NATIONAL MUSEUM UNITED STATES AIR FORCE



U.S.A.F. MUSEUM TRIP

On October 15th, 17 Riverview pilots, in 5 aircraft, made the autumn trip down to the USAF Museum in Dayton, OH. We were all excited to see the new 4th hangar – which showcases the presidential aircraft, experimental aircraft, and a space shuttle mock-up. On both the flights down, and back, there was a large section of low clouds that came in from Lake Michigan, so we got plenty of VFR-on-top time. Our landing spot, Moraine Airport, is quite historical. It houses the Waco Museum, hosts antique fly-ins, and has close ties to the Air Force & museum due to its proximity to Wright/Pat. Thanks Herb for all the arrangements...





EAA Chapter 145 website: www.145.eeachapter.org

EAA National website: www.eaa.org

Riverview Facebook: www.facebook.com/pages/Riverview-Airport/115468211816419

DUES ARE NOW BEING COLLECTED

Dues of \$35.00 are payable to "EAA CHAPTER 145" and can be mailed to Bob Swietek at the address listed at the end of the newsletter or brought to the monthly chapter meeting. If you need to make any updates on your contact information, please include the tear-off slip for member data update with your payment.

UPCOMING EVENTS

- | | | |
|---------------|--------------------------------|---|
| Nov 12 | Riverview Airport (08C) | meeting – Aviation Weather, Kyle Underwood |
| Nov 12 | Canton/Mettetal (1D2) | EAA Chapter 113 Fall Chili Fly-In |
| Dec 10 | Riverview Airport (08C) | meeting – Riverview Christmas Brunch |
| Dec 13 | OSHKOSH (KOSH) | Museum Movie Night - The Dam Busters (1955) |
| Jan 14 | Riverview Airport (08C) | meeting – Hummel Aviation, Terry Hallett |

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 Nov 3rd)

Liabilities: \$3500.00
Cash: \$97.62 Checking: \$136.69
Savings: \$6575.98 Total: \$7020.29

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 / % Complete _____ _____ Bring this form to the next meeting or mail to: EAA Chapter 145 Treasurer 6962 Bridgewater Dr. SE Grand Rapids, MI, 49546
--	---

Special November Chapter Meeting

Practical Aviation Weather *With WOOD-TV8* Meteorologist Kyle Underwood

You're invited to join EAA Chapter 145 and learn about interpreting aviation weather from local meteorologist, Kyle Underwood.

Understanding complex weather systems can be key in aeronautical decision making, so we hope you are able to join us and learn from the expert!

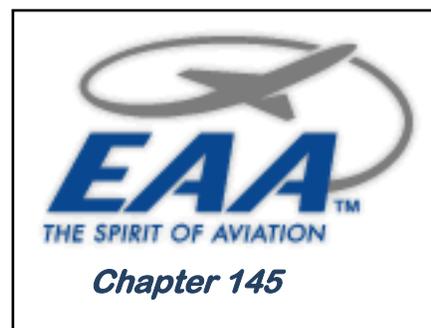
Topics

- Weather sources
- Radar
- Soundings
- Forecast models
- Questions & Answers



Date-time-place

- Saturday, November 12, 2016
- 10 a.m. to noon
- Riverview airport (08C)
805 Taylor St.
Jenison, MI 49428



Everyone invited

Refreshments provided

Sponsored by EAA145