

EAAing Since 1986

The May Meeting will be held in the Chapter Hangar on Monday May 8, at 7:30 PM.

At the last meeting Jim Coffman volunteered to make a materials list and cost estimate for the insulated room project. We discussed our non-profit status, also reviewed our high electric bill and decided to average out the yearly kilowatt hours and charge any overage to the active projects. We need to test the water, Ralph will look into that. Tom Gahan talked about the hot wire foam cutter that he made. We decided to have a work party on the 29TH.

That's right, this year our chapter has been chartered for twenty years! Since this is our 20TH anniversary, maybe we should reflect a little. Randy Rentz was one of the organizers and first president. It was Bob Baird's idea (according to Randy) to Start the chapter and he wrote the newsletter. Among some of the first members, were current members, Randy Rentz, Jim Jacobson, Joe Landy, Jim Martin, Dale Neddeau, and John Ryder. We met in various airport buildings, the east maintenance hangar, the room attached to the community hangar and the office attached to the east maintenance hangar. Our original

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The Prez Sez

By
Jim
Coffman



I recently attended an Aviation Safety and Safer Skies (Weather) Seminar at Andrew's University. The seminar was sponsored by the Andrew's University, the FAA and a tool manufacture, and was informative, educational and entertaining (believe it or not).

The weather related discussion was excellent. The FAA presented a short film on weather, as well as distributing printed materials and small pamphlets on weather and related subject's matters. The film and written material listed many good sources of and places to go to get up-to-date weather reports for both planning and in-flight needs. I would highly recommend attending one of the area seminars if you have not been to one recently.

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Above; Jim Coffman, Jim Van Hulle and Wayne Stiles clean and straighten the hangar. Wayne, Jim V. and Ralph Ballard also worked on the big door, tightening the screws and caulking the panels. Everyone put in about 5 hours of work on Sat. the 29 TH.

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On another subject, it's the season for breakfast fly-ins across the Midwest. I have received numerous notifications of up coming events. If anyone wants to see the notices I will pin them to the bulletin board we hope to have up soon. In any event, if anyone plans on attend some of the events I am sure there are others who would gladly go along. Splitting the costs of going to these events would be helpful, especially with today's gas prices. Jim

Bob Bairds Corner

Ralph, instrument and private pilot knowledge test school is still going on. You can join at anytime for the next few weeks. We will just rotate you into the class and finish you out as we go. Rearwin Skyraider is an on going project that is mostly paperwork and inspections. The Rearwin will probably be back in the air in 8 weeks and will probably fly to Oshkosh. I just want to mention that I was happy to see some good momentum on the idea of doing a "You can build a airplane" kind of day to promote our EAA chapter. We could showcase our various projects and do some work shops similar to EAA. Ten new members would do our chapter a lot of good. I think we have tremendous resources to do this. We could do a composite demonstration, a riveting, welding, rib jig, ground school and flight sym sample and on and on. Ed Vance might be a great resource on this as well. We, will be getting back from vacation May 8. God bless you all.

Bob

EAAing (Continued from page 1)

goal was to build a hangar, and to that end we began having fly-In breakfasts in the community hangar. Some years we sold as many as 500 breakfasts, other years were fogged or rained out. By 1995 we had enough money to purchase the materials from Midway Engineering in Dowagiac. On Oct. 11, 1995, we received permission from the MDOT to begin construction of our hangar (it sounds so simple now, but took a lot of paperwork). Under the guidance of Dick Haigh and the tenacity of then president, Jim Thompson, we were able to muster enough members to get the job done. Dick Haigh did most of the building of the door. Thanks to a donation by Dave Thompson, we were able to pour the concrete floor. We've had members come and go over the years. Many of our former presidents are no longer members. Mike Davis, Ed Hawthorn, Larry Clough and Marty Mottweiler come to mind (I'm not sure what that means). Some members who have passed away are, Bob Surgeon, Bob Petro, Larry Miller, Ray Staniford, and George Lounsbery. On January 29, 1999, we incorporated as a Michigan Non-Profit Corporation. The next step would be to file with the IRS as a 501 (c) (3) non-profit. We now have an excellent facility, dedicated officers, a few less members, but many neat projects, some finished and some ongoing, to be proud of. Recently we've made an effort to camp together at AirVenture and have really enjoyed it. I hope that the current members can appreciate the hard work and dedication, put forth, by those who came before, to build the fine chapter we have today.

Airport Update

Hi Ralph:

I don't really have any real earthshaking information for this month.

We are working toward approach easement acquisitions for runway 14 which ,will ultimately result in approach clearing work, in the form of tree topping or removal. Until we have a signed agreement with a land appraiser and approval from MDOT Aeronautics we won't be able to proceed. I would guess that we will be looking at late summer or fall before any clearing work is actually started.

There are plans in the works for construction of two new private hangars in the new hangar development area in the northwest corner of the airport. The new hangars will be constructed west of the Martin hangar, which was completed last spring.

Airport Board meetings will be held at a new, earlier time from now on. At the last meeting the board voted to hold the meetings at 4:30 P.M. instead of 7:00. Meetings will still be held on the second Thursday of each month at the airport administration building.

Thanks,

Neil

Neil C. Coulston

Public Works Director

City of Niles

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Ed note: We appreciate Neils input and the work he's doing, along with the Airport Board, to improve our airport.

Found on eBay, Neat Airplane!

1938 Aeronca KCA-35 A/C TTSN 2021, Total Time since rebuild 511. One of only 62 ever built. One of only 15 still remaining on the FAA Register. One of only 8 still flying. One of only 4 flying with a Continental 50hp engine and possibly the only one with the original engine still installed LSA (Light Sport Aircraft) COMPLIANT!

Annual Inspection just completed 4/21/06. ORIGINAL CONTINENTAL A-50 s/n 18381 engine.

Compressions: 75/80, 76/80, 75/80, 75/80. Eng. TTSN 2021 TSMOH 506. Auto fuel STC. Falcon PC326CE Wooden Propeller s/n 1295 New 1993. Hand start no electric.

COMPLETE LOGS FROM DAY ONE. Log book #1 reads: "Manufactured at the Aeronautical Corporation of America, Lunken Airport - Cincinnati, Ohio Date 6-30-38 Seating Capacity (pilot included) 2, Wt. Empty 696, Wt. Max Load 1130, Wing Area Sq.Ft. 169, Length Overall 20'9", Span Overall 36'."

Checked history but no major damage. Heck at 67 years old even you would have a checked history. The aircraft flew with no damage until 1949. From 1949 to 1979 the aircraft passed through a series of owners each with the dream to rebuild it. It flew from 1979 to 1982 then was in storage from 1982 to 1987. MAJOR AND COMPLETE REBUILD OF AIRFRAME AND ENGINE FROM 1987 TO 1991 BY AN INSTRUCTOR & IA OF EMORY RIDDLE. There are several pages in the logs describing the rebuild.. The Right wing was rebuilt in 1993 as a result of ground taxi accident. The wing and a propeller tried to occupy the same place at the same time. Both lost.

Day VFR. Low and slow but lots of fun. Cruises at 85 MPH 95 flat out down hill with the wind behind you.

Based on a 1995 Weight & Balance Max Payload (Pilot, Pax, & Baggage (40lbs Baggage): 365.2 lbs.

Equipped with a removable 12 volt battery powering a Garmin 90 GPS, and a Microair MA 760 VHF Radio.

This aircraft does NOT fall under the terrible Aeronca Wing Spar AD. Hangered in Chesapeake (CPK) VA.

Runs Great. I have lots and lots of documentation, articles, books, manuals, receipts, and various other things that go with the plane. I am looking for a C-2 or C-3 and would consider trades. I encourage you to inspect this

unique aircraft. Contact me through Ebay for an appointment.





Craig Spoke, former chapter member and all around good guy, went to Sun’N’Fun last month and went home with a receipt for a Kolb Mark III kit. Craig was our chapter printer for many years. He recently moved to the Alabama gulf coast area (poor timing) and will be in our area soon for a visit. Craig has a Private license but started out in ultralights at Wolverton Field. Congratulations Craig!

Calendar of Events

- May 20:** Spring Fling, Wolverton Field
- May 20:** IFC Fly-in, Elkhart IN
- May 21:** Benton Harbor Fly-in and Pancake Breakfast
- June 4:** Coldwater Fly-in and Pancake Breakfast
- June 18:** Three Rivers Fly-in and Pancake Breakfast
- June 18:** Mishawaka Pilots Club Fly-in Breakfast
- June 23,24,25:** SAA Convention, Urbana IL
- June 25:** Niles MI Fly-in Breakfast, EAA 865
- July 15-16:** MULA Fly-in, Chesaning MI
- July 24-30:** AirVenture, Oshkosh WI (2Mos, 3Wks)
- Aug. 19:** Newmans Airpark Fly-in, Kazoo
- Aug. 19:** Holland MI Fly-in
- Aug. 20:** Ducks Picnic Fly-in

FOR DETAILS ON ABOVE EVENTS CALL RALPH @ 269-684-0972

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