

Bill Wolverton

The February Meeting

Will be held on Mon. the 13 TH, at 7:30 PM, in our Hangar. We will discuss our financial situation and try to come up with a plan. Tom Gahan is bringing his instrument panel and will talk about his progress on the Mini-Max.

Last Month we discussed the financial health of the club, the 2006 fly in, our non-profit status. We decided to try to come up with a way to raise money by the next meeting. The fly in will be on the 26 TH of June. The board will meet to work on the non-profit status



Found on eBay

I am selling you the right to name my jet pack. The name you choose, providing it is not vulgar or racist, will be branded on my production jet packs as well. This proto type can fly for up to 5 minutes. Production models will be able to fly for up to 10 minutes.

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Bill Wolverton was a member of our chapter and newsletter editor when I attended my first meeting. We hit it off immediately since we both were ultralight pilots. That was in February of 1987. That summer I, Bill and three others went to Oshkosh in a borrowed motorhome and had a great time. I moved my Weedhopper to Bills Field the next spring. We both had Commodore 64 computers and traded software and hooked up with our 300 baud modems. Eventually Bill dropped out of the Chapter to concentrate on forming ASC 1, The Barfing Dogs ultralight club. He talked me into taking over the newsletter, which I did. Bill absolutely loved flying, like no other person I've known. Nothing seemed to bother him. He was truly 'The Fearless Leader'. Anytime someone needed to have an ultralight evaluated, they called Bill. If you needed to ferry an ultralight from just about anywhere, you called Bill. If something was wrong with your engine or airframe, you called Bill for advice. Bill was always eager to help and told you the truth, whether you liked it or not. This short piece does not do Bill justice. Damn! We are going to miss him!

**The
Prez
Sez**
By
Jim
Coffman



Hello everyone!

In our January meeting it was apparent from Dale's treasury report that the economic health of our organization is not good. We aren't on the critical list, but we may need to be hooked up to life support.

In the February meeting I believe discussion of alternatives and ideas on how to fund the chapter should be discussed (primarily because our annual fund raiser is a long way off). Fortunately, the chapter doesn't require huge amounts of money so this should be a relatively easy fix.

I have several ideas, but want input from the membership

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The EAA Young Eagles Web site hosts a live Webchat the third Wednesday of every month with various aviation celebrities. We are wondering if you would be willing to post information about these web chats on your Chapter's Web site.

The Webchat lasts one hour and takes place between 7 and 8 p.m. Central Time. Please visit <http://www.youngeagles.org/webchat/> for more information. This month's featured guest is Maj. Rusty Keen, a United States Air Force Thunderbird pilot. This hour of discussion is enjoyed by aviation enthusiasts -- both young and old -- as they are able to ask questions and receive live answers.

(Continued from page 1)

before anything is done. All suggestions and ideas will be greatly appreciated.

Jim

Carnauba' S-38 Returning to EAA AirVenture Oshkosh

One of the more popular replicas of a storied vintage aircraft to ever appear at EAA AirVenture Oshkosh returns July 24-30 when the Johnson Wax Carnauba Sikorsky S-38 lands at the World's Greatest Aviation Celebration.

The late Sam Johnson, chairman emeritus of S.C. Johnson & Sons, commissioned the airplane in the 1990s. His goal was to recreate the airplane his father, H.F. Johnson, used on a 1935 expedition to Brazil in search of the valued Carnauba palms, key ingredients to the company's household product line. The idea to build it came from a conversation between Sam Johnson and fellow EAA President's Council member R.W. "Buzz" Kaplan, who owned an aircraft restoration company, Born Again Restorations. The two were trading Cessna Caravan stories at EAA's fall 1994 Board meetings in Oshkosh when Sam revealed his plans to fly his Caravan along the same route his father flew nearly 60 years earlier. Kaplan recounted the exchange in the November 1998 edition of EAA Sport Aviation: I said, "Sam, you don't want do that!" He looked at me somewhat startled and said, "I don't?" "No, if you're going to make that trip you ought to do it in the same airplane your father flew." "There aren't any left." "Well, then you have to make one." "Could that be done?" "Certainly." "Who would do that?" "I would." Johnson Wax Sikorsky S-38 Carnauba at EAA AirVenture Oshkosh 2005 Although about 100 S-38s were built, none of the originals were known to exist. So, to recreate the airplane, Born Again searched the Sikorsky archives for original plans, then managed to locate some old parts from which patterns were



created. Carnauba is built entirely of those recreated parts. The project took more than three years. Carnauba has been operational since August 1998, the year Sam finally made his 7,500-mile, 27-day journey through the past. Today, Carnauba is used mainly for public relations for S.C. Johnson, and flown to select air shows. It's otherwise displayed in the Racine EAA Chapter 838 museum. Sam, who passed away in 2004, made a heartwarming documentary, "Carnauba: A Son's Memoir," that detailed the meticulous building project as well as the recreation of his father's flight. EAA AirVenture Museum features a special Carnauba exhibit that includes a cross-section of the airplane cabin and a looping video showing highlights of the film. According to Eric Rench, chief aircraft mechanic with the S.C. Johnson Company, Carnauba is a very forgiving plane to fly. "It's difficult to stall, and its controls are very smooth," he said. Look for Carnauba on display throughout the week at EAA AirVenture's main showcase, AeroShell Square.

Johnson Wax Sikorsky S-38
Carnauba: Wingspan: 71 feet, 8 inches, Length: 45 feet. Weight: More than 6,800 pounds
Powerplants: Two 415-hp Pratt & Whitney Wasp engines. Maximum cruise: 125 mph

FAA Issues Ethanol Certification for Cessna 152
May 29" 1998
WACO, Texas - The Federal Aviation Administration (FAA) recently certified the Cessna 152 aircraft to run on 8 renewable fuel ethanol, marking the first-time ever that any aircraft has been fully

certified to run on a non-petroleum aviation fuel~

The ,certification results from the work of Dr. Max Shauck, professor and chair of aviation sciences at Baylor University, who has pioneered the use of alternative fuels for aviation..

Shauck received FAA certification for the use, of ethanol in two series of aircraft engines more than two years ago and since that time, he and Glenn Maben, aeronautical engineer involved in this research and lecturer in, the aviation sciences department at Baylor have been working with the FAA. to obtain full certification of the Cessna 152, the most popular training aircraft in the United States.

The latest FAA certification is for the entire Cessna 152 aircraft, including both the engine and the airframe.

According to the U.S. Department of Energy, ethanol is a high octane alternative fuel that can be easily adopted for use in small aircraft. Not only are there numerous performance advantages with ethanol, including smoother operation, increased power and superior resistance to knocking, but it also enjoys a relative cost advantage compared to 100LL aviation gasoline (avgas), the single largest source of lead in the atmosphere today.

In a recent issue of General Aviation News & Flyer, Kas Thomas wrote that Shauck's work reflects a growing movement in the United States toward greater acceptance of renewable fuels.

Ed. Note:
Thanks to Dale Neddeau for submitting this article.





From the Desk of Neil Coulston

February 1, 2006 - Actor, pilot and EAA member Harrison Ford, chairman of EAA's Young Eagles Program, provided some great national exposure for Young Eagles on Tuesday night during his appearance on NBC's Tonight Show with Jay Leno. Ford discussed his involvement with the program, both as its chairman and as an active participant who provides young people with their first flight experience in a general aviation aircraft.

"I'm working with EAA, the Experimental Aircraft Association, who sponsor a program called Young Eagles," he told Leno. "We take kids who have never been in a general aviation airplane and take them up in private airplanes to give them a sense that this is something that they might be able to do."

Leno wondered if the kids were excited to fly, asking, "Is it like seeing Santa Claus for the first time, do the eyes just light up?"

Ford replied, "A lot of them do, it's really exciting for a lot of them, and it's really exciting for us as pilots to be able to turn kids onto the thing that we love so much."

Ford has served as Young Eagles chairman since March 2004 and at EAA AirVenture Oshkosh 2005, accepted an invitation to serve in that role for two more years. He is scheduled to participate in activities during EAA AirVenture Oshkosh 2006 AirVenture, including the Gathering of Eagles. Ford's latest movie, Firewall, opens nationwide on Friday, February 10.

Later this year, with the use of federal, state and local airport funds, we plan to obtain easements in the approach area to runway 14. Provided we are able to obtain the easements, we can then proceed to clear obstructions (by removal or topping of trees) which are predominantly on National-Standard Co. property which were identified in our most recent airport layout plan. The FAA and Michigan Bureau of Aeronautics would like this to be a priority project. We also plan to purchase a new front-end loader with a snow pusher to replace the old and tired Michigan loader. Total cost for the easements, clearing and loader purchase is estimated at \$265,000.

If you have any questions, please feel free to ask and I'll try to answer them.

Thanks, Neil

Neil C. Coulston, Public Works Director, City of Niles, 508 East Main Street, P.O. Box 487, Niles, MI 49120, VOICE: 269.683.4700, ext. 202, FAX: 269.684.3928, City Website: www.ci.niles.mi.us

FOR SALE AIRPORT HANGER

Southwestern Michigan College is accepting bids for its Airport Hanger located at the Dowagiac Municipal Airport. November, 2005 appraised value \$62,900. Replacement value \$209,700.

Parties interested in submitting a bid should do so by 2/15/06. All bids must include a good faith deposit of \$1,000.00 in the form of a cashier or certified check. The successful bidder's deposit will be applied to the purchase price. All others will be returned after 2/15/06. In the event the successful bidder withdraws their bid after the sale is awarded, the deposit will be forfeited.

- All bids should be submitted to Terry G. Harris, VP/CFO, Southwestern Michigan College, 58900 Cherry Grove Rd., Dowagiac, MI 49047.

Pilots Progress

P.O. Box 444, Niles, MI 49120-0444

Calendar of Events

Feb. 13—Chapter Meeting

March 13—Chapter Meeting

April 4 to 10—Sun 'N' Fun

April 10—Chapter Meeting

May 8—Chapter Meeting

June 12—Chapter Meeting

**June 25—Chapter 865 Flyin/
Breakfast**

**5 Months 3 Weeks to EAA AirVenture
Oshkosh 2006!**

July 24 - 30, 2006

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

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