

Happy New Year!

Notice-Notice-Notice Meeting site change!

This months meeting will be at Jim and Bev Thompson's home, 1814 Miller Dr. in Niles. It's the first house east of 17th St. on the right (south) side. See Map Below

Last Month our Christmas Party replaced our monthly meeting. The Panorama Restaurant was the perfect place. We had an area in the back all to ourselves. The food was good and with large portions. We had 16 members and guests in attendance.

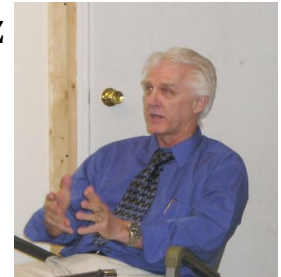
2006 in a Nutshell

Well, it was our 20TH anniversary as a Chapter. We had a bit of a financial crisis. It was resolved when we were able to collect back hangar rents and dues. We talked about partitioning off more of the hangar for an insulated work shop, but so far no movement on it. Jim Coffman and friends worked all winter, and made great progress on his RV7. Our Fly-In/Breakfast was a great success! We had a really nice picnic again this year at Tom Gahans Campground/Airplane factory. AirVenture We had some good times and not so good times. My Volksplane was sold and moved out of

(Continued on page 2)

The Prez Sez

By Bob Baird



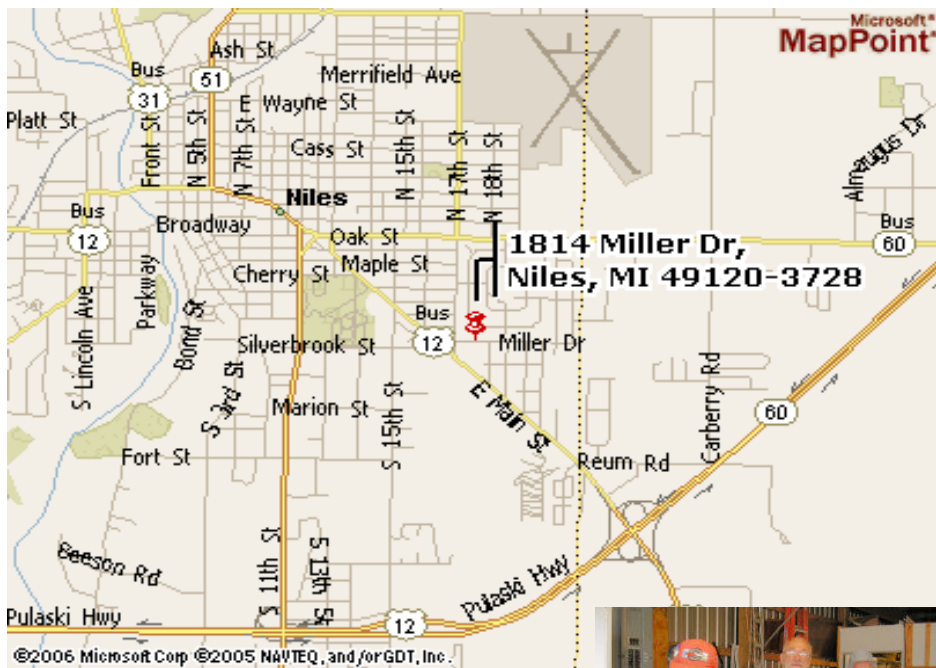
The Super Heterodyne Principle

One thing the membership of EAA #865 seems to be interested in is growth. Certainly we need to grow. We live in a mobile society where people are sometimes transferred away from our area. Jim Coffman is such an example. We'll miss him. Then sickness, death and loss of interest are always at work to rob any organization of its members. We have to have some growth just to stay even with our current numbers.

We've talked about growth and winning new members over several meetings, over countless doe nuts, bowls of chili, Cokes, cookies and coffee. It seems to me that having more noses to count is the common denominator among all organizations. We all want more warm bodies at our meetings. We are competing with every club and activity and with television, Internet, family responsibilities, home and car maintenance, sports and what all to have an active membership once a month. We need fresh blood to be transfused in with the old salts. This makes good sense.

What good do more members do for us? Well, we all agree that if we had more members we would have more people paying dues. Then more cash would empower us to do more and grander

(Continued on page 2)



Contents	
1	Meetings, 2006, Prez Sez, Fly-In Pics
2	2006 & Prez cont., 2006 Pics
3	Wing In Ground—Effect Discussion
4	Calendar, Disclaimer and Contact Info.



< Wayne,
Health
Insp.
Richard,
Bob
Jim>>
Tom



(Continued from page 1)

things with more volunteers helping out. Then with all the razzmatazz of grander and grander events we would attract more people to help feed the appetite of our ever expanding chapter. The cycle of growth feeds on its own power and gets bigger and stronger because of what it is. In the world of electrons on a trip through amplifier, growth promoting growth is called the super heterodyne principle.

Do organizations experience growth from their own growth? Will the super heterodyne principle really work for us. After all, we're not electrons, and I personally don't have a relationship with any particular electron right at the moment. But we can take a lesson from the super heterodyne principle. What is the lesson OB-1? The super heterodyne amplifier thrives on its own positive feedback and so it gets more powerful once its tuned in on the target frequency. So what I'm saying is that we should concentrate on improving our club, tuning it in, choosing well what we do and then let the good feedback we generate draw new people to us. If we have a spirit of aviation adventure, flying fever and then add a little razzmatazz in our functions then bringing in new people to our organization will really be a by-product of what we do and what we are.

So let's throw out some ideas on how we can make this club better for ourselves at the next series of meetings. How we can be more user friendly and interesting to ourselves. Let us ask ourselves analytical questions and use the answers to these questions to make improvements within our club. What do we collectively want? What are we collectively gifted to do? What turns our crank? What revs our engine up? With dynamic internal improvements we'll be more attractive to the external populist.

for the next meeting on Monday we have some good speakers lined up. The meeting will be at Doc & Beverly Thompson's home and airplane factory. Be sure to show up and enjoy the atmosphere of one of the best Experimental Aircraft Association Chapters there is. It'll be right there in front of your face on Monday evening. See ya there. Bob

(Continued from page 1)

the hangar, and, is now flying. Dick Haigh became a Tech Councilor and finished testing his RV6A. We had a nice meeting/seminar on Jim Martins PT19, in the beautiful Martin hangar. Jim Coffman announced that he was moving to Tennessee and would have to resign the presidency. Bob Baird volunteered to be nominated and was elected to fill out Jim's term. Bob has also contributed many articles for the newsletter this year. We had a going away party for Jim in Oct. and our Christmas Party at the Panorama



Some 2006 Pics
Top: Jim C. workin' and Dick H. talking about the Tech Councilors duties.
Right: Clean up Day
The Fly-In
AirVenture
Jim Martins hangar
Left: Jim Coffmans party
Up: Tom Gahan



A Discussion on Wing In Ground-effect Craft (Tom Gahan)

Afternoon all! I've been surfing in areas that to date, I've not investigated. Wing aircraft, Orion has a very complete overview of the potential to carry weight does anyone think their could be a market for this type of craft? Kit through one of the existing suppliers like Izon, Fisher, Lohle? This is for us duffers that love to build but would prefer to stay at flare on final, it would keep the you're going to kill your self extended family backed off, and if you have lots of flat water it could be a major good time, can't loan out "just to techy" let them trash the jet ski. Are the little airplane boys missing something, like a market.

Thanks for the prompt response. but lets get really down and dirty. Last spring a company mfg. a water toy that flew behind your speed boat It was about \$500. my buddy who runs the marina ordered 3 sold out one weekend. one week later the mfg wanted them all back. It seems if it will scoot above the water at 2 feet with 25' of rope lets add 200' and zoom to 30' and promptly kill your dumb A#%^ . I tried it it was a hoot It would have to look like a three man lawn chair and let E mail sell it. Dozens of organizations all over the world have investigated the application of WIGs to recreational and commercial applications and most have concluded that yes, there is a potential market. The difficulty however comes in several categories: One, the WIG craft is a very critical design exercise and has to be done just right to meet the specific requirements of performance and stability. This however is complicated as there is very little publically available information (not much in private hands either) as to the design specifics of winged ground effect vehicles (airplane design data is only slightly applicable) and so, any company looking to get into this field will either have to invest in developing their own database or, be willing to risk their customers' lives on an unproven product. This second option sounds highly unlikely but it is surprising how many organizations actually go that route - fortunately most have gone out

of business, usually after a spectacular crash. Two, the WIG craft is rather unique in its configuration and as such, generally requires specific facilities for its operation. Simply said, due to the design constraints you cannot simply pull one of these to a normal dock. You will need some specially designed docking and mooring facilities and equipment (or ground in on shore) in order to get some level of convenience. Three, the WIG craft is critical in its design constraints, something that might prove somewhat dangerous for the average homebuilder since building it even slightly out of balance or trim will almost certainly cause it to end up upside down somewhere. And yes, it's much more critical from this standpoint than an airplane. And no, you cannot simply add more power since that may enable to craft to get out of ground effect, which results in dramatic destabilizing shifts in the wing's pressure distribution and thus the craft's trim. The Russians have been playing with these for decades but despite all their work, virtually every model they built has crashed, usually killing all on board. The remaining models are all now in mothballs. It used to be said (usually by the Russians) that the Russians are the world's leading experts in WIG design - however practical examples have shown that that is about the same as Ford saying that they are experts at building Edsels: In other words, it doesn't mean much. In short, yes this is a potential market but one that requires a substantial investment to do it right. There are one or two organizations working on recreational versions (there's a modified hovercraft being marketed currently for instance) but these are trial and error designs that in my opinion are accidents waiting to happen. The more responsible organizations, several of which are in Europe, have been working this problem for decades but a few years ago there was a fly-off and of the six or seven craft entered, none was able to leave the water due to a slight chop generated by a less than ten knot breeze. Simply said, yes there is potential but in my opinion, don't hold your breath.

Actual Exchanges Between Pilots and Control Towers

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"

Delta 351: "Give us another hint! We have digital watches!"

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff."

Tower: "TWA 2341, for noise abatement turn right 45 Degrees."

TWA 2341: "Center, we are at 35,000 feet. How much noise can we make up here?"

Tower: "Sir, have you ever heard the noise a 747 makes when it hits a 727?"

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down.

San Jose Tower Noted: "American 751, make a hard right turn at the end of the runway, if you are



A WIG in flight

Pilots Progress

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

Calendar of Events

Jan. 8—Chapter meeting @ Jim & Bev
Thompson's, 1814 Miller Dr, Niles
Feb. 12—Chapter meeting

April 17-23, 2007 Sun 'n' Fun – Lakeland, Florida
July 23 – 29, 2007 AirVenture – Oshkosh, Wisconsin

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

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