

AirVenture, here we come!

July meeting, in our hangar, Monday the 9th

7:30pm. We'll discuss the Fly-In, plan the AirVenture campsite (note the blurb in the lower right side of this page), discuss the Sept. Fly-In, and plan the work schedule for the Chapter project.

Last Month we ate good because Jerrid Burdue brought pizza! Most of the meeting was taken up with final plans for the Fly-In. We need to have a chairman for the next fly-in, to co-ordinate who does what and oversee that every base is covered. Hangar clean up is scheduled for the 23rd.

Thanks Jerrid!

Below left: Jim T., Jim V., Bev T., Joe L. & me. Right: In the fore-ground, Nellie & Dick Kennedy enjoy breakfast



Going to AirVenture? Join other members of our chapter who are going and make a Chapter 865 campsite. Be at the July meeting to formalize plans. It's always more fun to share the experience.

21st Fly-In a huge success

Thanks to all the members and friends who helped out. After a rainy start, things cleared up and the planes and people started arriving. We even had lines from time to time. Barney O'Hare enjoyed signing the newspaper articles written about him in the Tribune and Star. Wes, from Michiana Aviation, was busy all morning, giving rides to people. He said that he was very happy with the response and would like to do it again. We sold over 250 breakfasts and everyone seemed to have a good time. WNDU Channel 16 was on hand and did a beautiful job of interviewing

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The Prez Sez

By
Bob Baird



Child like enthusiasm is how I would describe my feelings after our chapter fly-in. I was really proud to be a small part of this event. I was up early that Sunday morning to pick up Barney O'Hare at the Fountainview Nursing Home in LaPorte. I also picked up Rich Sayer. I had decided beforehand to take Rich to church with me because he is really unsteady on his feet and has a lot of old friends at the church who wanted like to see him. Rich did stay long enough to

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Notice: Chapter 132 has a new Camping area at AirVenture this year! Remember we have moved!!! We will be camping South of the Carpenters Shop – East of "The Oasis". It was getting crowded in the Woods and we will have more space in the new spot. We are planning on having our Steak and Corn on the Wednesday night of the Convention. Please let us know if you are attending the "Steak & Corn Roast, let me know by e-mail before July 10th or stop by the campsite and give us your names. Come see us in our new location. Also if you planning on camping with us, it is time to get in touch with Jerry Hostetler and get your reservation in before July 8th. Call Jerry at 574 773-5855 or e-mail Jerry at jhostetler@maplenet.net Pass the word on to others that we moved. We will hopefully have our chapter 132 banner out for all to see.

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have a few pancakes and he and enjoyed your cooking. Meanwhile, I left Barney with you guys and I want to tell you he had a great time. Barney was truly honored to be part of it and he enjoyed telling his new found friends about his amazing military and civilian career as a pilot. I was also thankful for the media coverage given to our event. Ralph does a great job with that. Jerrid helped the advertising also. We will have a chance to see some of the TV coverage of the fly-in at the next meeting. Ralph has recorded it on a DVD. Special thanks should go to the Niles Daily Star and the South Bend Tribune for their coverage. The Tribune and the Star gave us a lot of free advertising. I believe that helped put us over the top because the flying weather was less than ideal that Sunday morning. It appeared to me that we had a lot of walk-ins and local traffic. The walk-ins along with the fly-in traffic made for a very busy morning. Thank you volunteers! You guys and gals did a great job! I know that most of you didn't even get a chance to look around. We didn't have enough replacements to give you relief during the whole time you manned your stations. You made success possible. Thanks! Furthermore, our Chapter represented itself as an attractive package to those that attended. They got to see Dick's RV there in front of the hangar. They got to see Doc Thompson's rocket like VariEasy

sitting there in front of the hangar. We had some **pizzazz!** Some of the people that I talked to said they were interested in joining the Chapter. Ralph had the same experience. With a little follow-up on those that showed an interest and we will have a good chance to win some new members. I have to say that this year's fly-in was a complete success in all categories. The ins and outs of our hangar is going to be interesting in the near future. Scuttlebutt has it that Doc Thompson will be moving the Chief out soon to put it in its new home in Doc's hangar. We will miss having it there because it's nice to see those old beauties in our hangar. Also, Dick is thinking about moving the RV into his Berrien Springs hangar. He is worried that some hangar rash could take place when we begin work on the Boredom Fighters and work on the MiniMax. Heaven forbid! But he's right. I'm always worried about putting a ding in someone's project. There's a good chance of it when there are a lot of people milling around working on stuff. Seeing these planes leave the hangar, when and if they leave, is sad news. But, there is good news too. I have begun construction on two work tables. One of the tables is for us to begin work on the Boredom Fighter fuselages. The other table is to begin work on the MiniMax wing. I also want to make a test stand for the Rotax engine soon. We need to get that engine ready to install in the MiniMax. Finally the KR-2 RG,

which is on wheels with the wings spars mounted is coming to the hangar soon. We have some members who want to dedicate some time to that project as well. We are truly going to look more and more like an aircraft factory and our hangar will continue to be fascinating to visit. I'm pumped! God bless all you folks for being the good and kind folks that you are and for sharing you time and wisdom in our Niles Chapter of the Experiment Aircraft Association. Bob Baird.

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people and recording the activities. They ran the segment at 6 and 11 on Sunday and again on Monday morning. I have it recorded and will bring it to play at the meeting. A one hundred dollar donation by one of our members, helped tremendously, to offset the expenses of the breakfast. Thank you so much!

In the picture below, on the left we see Wes' plane with a full compliment of passengers, ready for their flight over Niles. On the right is Dick Haigh parking airplanes. After the rain cleared out, quite a few planes came in all at once, and Dick volunteered to park them. The types included an RV-7A, RV-4, C-310 Riley Rocket from Fallsbrook CA, Brian Herreman's TM-5, Buzz Bolton's Bell 47J, a Zenair 601, four pilots from Coldwater in a BE-58, PA18-150, and a C-180. We even had a T-28.



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RP-4

From the Barnstormers Newsletter

The new RP-4 aircraft shown here, is being built to attack the World 3, 15 and 100 Kilometer Speed Records.

Engines: Two high performance V-8 engines power the RP-4, representing the best compromise among size, weight, power and availability. Tandem mounted, each engine drives its own propeller. The front engine drives the front prop directly and the rear engine, through gearboxes which bypass the front engine, drives the rear prop in contra rotation. Independent fuel and cooling systems allow for single engine operation.



Propellers: Utilizing NASA Unducted Fan Technology, two four-blade propellers with variable pitch hubs were constructed. The blades consist of 84 layers of prepreg carbon fiber and are 58 inches in diameter.

Cooling: During engine warm up, thermostats cycle engine water through the oil sump heat exchanger to quickly bring engine oil to operating temperature. Once up to temperature, the thermostats then direct engine water to a series of aluminum tubes within the wing. These tubes are immersed in 50 gallons of water which carry engine heat to the wing surfaces which are cooled by the slipstream. Separate series of tubes are provided for each engine enabling autonomous cooling of either engine. Wing water can be diverted through an auxiliary radiator located in the tail cone for cooling on the ground if needed. The forced induction systems generate high inlet temperatures and induction air is directed through evaporators charged by air conditioning compressors. This system also provides conditioned air to the cockpit.

Fuel: A 100 gallon fuel cell below the wing supplies fuel to engine-driven pumps which feed the injectors.

Gear: All gear retract aft into the fuselage. The main gear articulates as it retracts holding the wheels parallel to the fuselage throughout retraction.

Wing: The RP-4 wing is one of the most complex ever constructed. Less than 3 inches at its thickest point, it nevertheless contains flaps and ailerons as well as 200 feet of tubing and nearly 400 fabricated fittings and connectors which comprise the cooling systems.



Fuselage: Built entirely of large diameter chrome moly tubing, the fuselage is skinned in 60 thousandths aluminum and is 31 inches in diameter.

Empennage: The vertical and horizontal stabilizers are, like the wing, both riveted and bonded together. The vertical stabilizer houses the nav/comm antennas as well as pitot and cockpit ventilation systems.

Performance: The RP-4 is designed to be a high performance aircraft.

Eric Hereth, master machinist, fabricator and welder, built all components of this remarkable aircraft from scratch, with the exceptions of engine long blocks, wheels, and hydraulic components.

Jerry Baer assisted in all phases of construction.

Editor: *The RP-4 is the brainchild of David Rose who owns, designed, and will fly this aircraft. Barnstormers eFLYER will provide video of the first flight.*



The pictures above are all of our 2007 Fly-In Breakfast, taken by member Doug Tyler. Top row left shows Bob Crowley and Bev Thompson, Center are from left former Chapter Presidents, Ed Hawthorne and Marty Mottweiler and member Jim Martin

Calendar of Events

- July 14:** Alamo Air Force Lakeshore Run, South Haven Airport, 10:00 a.m.
 - July 14-15:** MULA Fly-in, Chesaning Airport
 - July 23-29:** EAA AirVenture 2007, Oshkosh WI
 - August 11:** Corn and Sausage Roast, Wolverton Field
- FOR DETAILS ON ABOVE EVENTS CALL RALPH @ 269-684-0972**

Report From Tom Gahan

Morning Ralph. Well the motor is attached to the fire wall and I have picked up some special hardware to attach the throttle and choke cable I should have the bulkhead fittings for fuel and oil pressure I hope to be ready for a weight and balance check about the time we have the cook out. Hope to see you this weekend.

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