



The Leader In Recreational Aviation

# EAA Chapter 153

<http://www.eaa153.org>



## Preserving The Freedom of Flight

The Official Newsletter of Experimental Aircraft Association Chapter 153 - October, 2007

### Chapter 153 Elections in November

Nominations for the offices of President and Vice President and up to four Directors will be opened at the October 12 meeting for the elections that will be held at the November 9 meeting.

Incumbent officers are:

President	<b>Brian Norquist</b>
Vice President	<b>Joe Lienau</b>
Director	<b>Al Dubiak</b>
Director	<b>Roger Cole</b>
Director	<b>Cissy Rawlings</b>
Director	vacant

This is a great opportunity to have direct input into the operation of YOUR EAA Chapter. 

### September Program: Aircraft Painting

**Rick and Toni Billbe**, owners of R&T's Aircraft and Custom Paint presented a program describing their painting service. Although they are based on Covington, IN, they travel to the aircraft owner's hangar to do the painting. This is a unique feature of their service.

Rick has been a painter all of his working life. Rick and Toni went into business for themselves after 9/11/01 when there were massive layoffs in the industry. He previously worked as a painter at Biz-Jet in Tulsa.


Rick and Toni begin by using plastic sheeting to seal off adjoining hangars and any other surfaces that are not to be painted. They use fans with filters to keep the air fresh and prevent overspray.

Preparation and painting, including strip sanding, takes about 2 weeks. They do not use chemical paint strippers because of the hazardous materials. Any spots that go through the green primer are re-Alodyned, re-primed, and hand sanded.

They use Sherwin-Williams urethane epoxy


paints for their work. "Jet Glo" is used for solid colors, and "Acry Glo" is used for metallic colors. A clear coat is sprayed over the metallic colors but is not needed over the solid colors. They use "Flitz", a non-abrasive polish, for polishing metal parts.

Rick and Toni answered questions from Chapter 153 members and passed around some photos of their work. Very impressive!

Their business address is 2677 W. Salem Church Rd., Covington, IN 47932. Cell phone numbers are: 765-585-3263 and 765-585-5118. 

### Technical Counselor Report

**Joe Lienau** reports that he inspected **Bob Meyers's** Sonex and **Ed Godfrey's** RV-10. Both are doing good work.

Joe also reported that he has a copy of an article on how to convert an inexpensive Wal-Mart light for use as a landing light in home-built airplanes. See Joe for more information. 


### October 12 Program - Gene Velasquez "Panel Planner Software"

Gene Velasquez of One Mile Up, Inc. will demonstrate his company's Panel Planner Software. The software allows the user to drag and drop instruments, switches, etc onto a panel. Then a numerical-control machining file can be sent to a machine shop to create the panel.


Chapter 153 meetings are held on the second Friday of each month at Schaumburg Airport (06C), Wright Boulevard at Irving Park Road in Schaumburg, IL. Meetings are at 7:30 pm in the lower-level meeting room of the terminal building.

## NCEAA Report

The 2007 North-Central EAA "Old Fashioned" Fly-in is over. As expected lots of interesting airplanes flew in, including many well-built home-builts, classics, and antiques.

Chapter 153's task was to photograph the airplanes and owners. Thanks to **Scott Taylor**, **Cissy Rawlings**, **Bob Brandt**, and **Roger Cole** who served as photographers. 


## Young Eagle Report

A Young Eagle rally was held on September 23 at Brookeridge Airport (LL22). **Joe Lienau** and **Scott Taylor** flew 14 Young Eagles. 

## SportAir Workshops

EAA SportAir Workshops will be conducting hands-on Aircraft Building educational sessions during the weekend of October 20-21 in Romeoville, IL, at Lewis University.

Workshop titles include: "Sheet Metal Basics", "Introduction to Aircraft Building", "Composite Construction", "Electrical Systems", and "What's Involved in Kit Building".

Pre-registration is required. To enroll or learn more about the EAA SportAir Workshops, including costs, visit the website [www.sportair.com](http://www.sportair.com) or call 1-800-967-5746. 

## Cold Weather Inflight Hazards And Tips

By: Technical Counselor Dave VanDenburg (email: [WA8DOF@yahoo.com](mailto:WA8DOF@yahoo.com))  
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This month I would like to discuss cold weather operations by discussing some inflight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings,

change altitude or find clear air quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ARTCC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.

If you are flying behind a constant speed prop, cycle it every 30 minutes or so to keep warm oil in the dome. A sluggish pitch change mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called "Glider Pilots."


Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keeping the engine leaned until you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also promotes slow cooling and will reduce oil cooking if you are turbo supercharged.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling

## Raffle


At the September 21 meeting raffle, **Scott Taylor** won second prize and chose a drill-bit set. **Phil White** won first prize and chose a battery-operated LED trouble light.

Raffles are conducted at most EAA Chapter 153 meetings. Two dollars buys three chances to win. The die rolls until both the first and second prize winners are selected. The second prize winner may choose any one of the prizes designated as second prizes. The first prize winner may choose any one of the prizes on the prize table. You must be present to win. 

## Cold Weather Tips (Continued)

mirror (a CD works great) and warm clothing to include a hat and gloves. Also carry a hand held radio.

These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book "Key Reprints." This book is available free online at [www.lycoming.textron.com](http://www.lycoming.textron.com). Your POH is also a great source of cold weather operating tips.

Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few precautions. 

## 153 Calendar

- 2007-----2007-----2007-----2007-----2007-----2007-----2007**
- Oct 12 Chapter 153 membership meeting, 7:30 pm at Schaumburg Airport (06C). Program: Gene Velasquez, "Panel Planner Software".**
- Oct 14 EAA Chapter 1177 - Palmyra, WI - Palmyra Airport (88C) - Fall Fly-In; 8:00 AM - Noon - POKER RUN GAME DAY!!!!!!**
- Oct 24 Chapter 153 Board Meeting, 7:00 pm at Schaumburg Airport (06C).**
- Nov 9 Chapter 153 membership meeting, 7:30 pm at Schaumburg Airport (06C). Chapter elections.**
- Nov 28 Chapter 153 Board Meeting, 7:00 pm at Schaumburg Airport (06C).**
- Dec 14 Chapter 153 membership meeting, 7:30 pm at Schaumburg Airport (06C) Annual Christmas party. Date is tentative.**
- Dec 26 Chapter 153 Board Meeting, 7:00 pm at Schaumburg Airport (06C). Date is subject to revision.**
- 2008-----2008-----2008-----2008-----2008-----2008-----2008**
- Jan 11 Chapter 153 membership meeting, 7:30 pm at Schaumburg Airport (06C).**
- Jan 23 Chapter 153 Board Meeting, 7:00 pm at Schaumburg Airport (06C).**
- Feb 8 Chapter 153 annual Valentine's Day Party. Date is tentative. Location TBD.**
- Mar 27 Chapter 153 Board Meeting, 7:00 pm at Schaumburg Airport (06C).**
- Mar 14 Chapter 153 membership meeting, 7:30 pm at Schaumburg Airport (06C).**
- Mar 26 Chapter 153 Board Meeting, 7:00 pm at Schaumburg Airport (06C).**
- Apr 11 Chapter 153 membership meeting, 7:30 pm at Schaumburg Airport (06C).**

**Experimental Aircraft Association Chapter 153** exists to assist and support growth and innovation in general aviation, promotion of aviation safety, individual participation in amateur aviation, and transference of knowledge and skills of aircraft construction. Annual dues are \$20, payable at the beginning of each calendar year. All Chapter 153 members must be members of EAA.

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**Next EAA Chapter 153 Board Meeting will be October 24 at Schaumburg Airport (7:00 pm)**

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