



PLANE TALK GREENHORN CHAPTER 808 EAA, November 2009

**MEETING: SECOND WEDNESDAY EACH MONTH 7:15 PM, FREMONT COUNTY AIRPORT, East of Canon City, CO on Highway 50. ANNEX BUILDING #2.
BREAKFAST EACH SUNDAY MORNING 9:00 AM SPITFIRE Grill at PUEBLO MEMORIAL AIRPORT TERMINAL BUILDING.**

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WEBPAGE ADDRESS: WWW.EAA808.ORG LOOK IT OVER!!!

Dues: \$15.00 a year; due June 1 of each year, \$20.00 if not received by July 1st. Mail to: Leonard Mino, 2013 Hesperus Dr. Pueblo West, CO 81007

If you are receiving this newsletter by U.S. Mail and now have an e-mail address available, please let the editor know your new address.

Randy's Shop Notes

Hello Everyone,

I have really enjoyed this week! The sun is out, the air has been smooth at times for some

great flying.

Yesterday I had the opportunity to fly with our own Amelia Earhart. She climbed in behind me in my Super Cruiser and made herself at home. Her feet found the rudder pedals like old shoes. Once airborne, I threw my hands up and let her fly. With my big old shoulders sitting right in front of her, she could not see a single instrument. She had to fly by the seat of her pants! I watched the ball to see just how well she could coordinate the turns. The ball was stuck in the middle! Was the electronic instrument broke? The ball was stuck in mud or something, it did not move thru a series of steep turns. I was impressed. The old cub went thru her paces with such smooth stick movements. Her 500 hours towing gliders and flying her Super Cub, was very obvious. I have flown with many pilots over the years and her smooth, fluid motions were a pleasure to observe and feel. She knew by feel when she had dropped 100 feet. I could lose or gain 500 feet without even blinking. She gave me the plane back after I saw a big grin on her face. She was home in my Cub, and loving it. I brought the Super Cruiser around the pattern and set up for a landing. I was nervous as I flared for a three point landing. The big tires chirped and we where rolling along when I noticed how quiet the rear seat was . I thought fear had choked her voice from shear terror of my landing, but she was smiling and enjoying the ride.

Many of you know who I am talking about, and she is an inspiration to me. We will miss her dear husband as he has departed for blue skies and lush green runways. Thank you Phyllis Seaman, and God bless you.

As we approach the Holidays, please put our annual Christmas party on your calender. December 5th, at 7:00p.m. at the Abbey in Canon City. I hope to see all of you there.
Randy

Minutes From The EAA 808 October Mtg.

Pres. White chairing

Guests:

Dan Riggs, owns a Piper Comanche;

Communications:

Dick Semens is in Hospice now

Letter from Ford saying they missed Randy at OSH.

Newsletter/Minutes Corrections:

Motion made & 2nded to approve as published.

Treas. Report:

Treas says we have around \$2K, but he's not here. Some members have not paid dues yet, you know who you are.

Old Business:

Tom Schilf is volunteering to become Secretary.

New Business:

Shadow Hills Golf Course may be filing for bankruptcy, so may not be around. Idea came up to check w/ Pueblo Airport Museum, and have catered. Plan for 50 people maybe \$15/plate. Shannon Crouse to look into. Idea also passed out to check into Juniper Valley, see if can handle 50 people – Larry to check into for Shannon.

Maybe 11th/12th of December – Sat. evening?

Does group want to do a steak fry? Concensus was that we are gambling now – put off to Spring.

Are we still meeting in Pueblo for breakfast? Yes, many still meet there.

Any other ideas for fly-out breakfast? How about Greeley? Will look into for a Saturday.

No further business, so motion made & 2nded to adjourn.

Program tonight from Randy White on the presentation he gave to the Rotary Club today.

Upcoming Events

Date	Event
11/11/09	EAA 808 Chapter Mtg.
11/14/09	58 th Annual Worlds Oldest Free Flyin and Airshow, Fairview, OK Contact Jr. Regier, Phone: 580-227-3788, email: regierflying@pldi.net
11/14/09	Aero Estates Airpark Fall Flyin, Frankston, TX Web Site: www.AeroEstatesAirpark.com
4/13/10-4/18/10	Sun 'n Fun Fly-in, Lakeland, FL www.sun-n-fun.org

News from the EAA Website

Zodiac Manufacturer AMD Issues Safety Alert for CH 601 XL and CH 650 Models

EAA urges owners not to fly those aircraft until maintenance completed

November 9, 2009 — AMD, manufacturer of the Zodiac CH 601 XL S-LSA (factory-built aircraft), has issued a [Safety Alert \(November 7, 2009\)](#), outlining the procedures required to resume normal operations in the aircraft (prior to the July 7, 2009 letter from Chris Heintz limitations). The Alert includes upgrades outlined on [Drawings 6-ZU-1, 6-ZU-2, and 6-ZU-3](#).

EAA on Saturday recommended owners of these aircraft not operate them until wing maintenance is completed to comply with an FAA's [Special Airworthiness Information Bulletin](#).

AMD also drafted a document titled [Questions and Answers with Chris Heintz](#) to help builders and owners understand these upgrades, which were recently structurally tested and independently verified ([Document396](#)). An Upgrade Package will be made available to all builders and owners of kit versions of the aircraft, including detailed, step-by-step installation instructions.

Zenith Aircraft Company indicates it will be providing more information on this shortly, including upgrade package availability information as well as additional Q&As from Chris Heintz. "We are committed to working with all builders and owners so that they may resume building and operating their aircraft as soon as possible by incorporating the updates at minimal cost and inconvenience," the company stated.

FAA Issues Special Airworthiness Information Bulletin on Zodiac CH601XL and CH650 Aircraft

EAA urges owners not to fly those aircraft until maintenance completed

November 7, 2009 — EAA is urging owners of Zodiac CH601XL and CH650 aircraft to not fly those airplanes until wing maintenance is completed to comply with the FAA's Special Airworthiness Information Bulletin released today.

The FAA issued the SAIB in the aftermath of several accidents involving those particular Zodiac models of aircraft. The agency's investigation, done in cooperation with the aircraft manufacturer, uncovered areas of concern related to wing structure, airspeed calibration, stick-force characteristics, among other items.

As a result, the FAA is strongly recommending that owners and operators of Zodiac CH601XL and CH650 aircraft comply with actions outlined in a forthcoming safety directive/alert to address those concerns. The FAA is urging that the aircraft not be flown until the maintenance is completed.

EAA has been monitoring FAA's efforts on this issue and agrees that such maintenance measures should be completed before any further operation of the aircraft. EAA will immediately forward additional information and guidance to EAA members, Technical Counselors and Flight Advisors as

it becomes available.

Read the FAA's SAIB:

[http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgSAIB.nsf/\(LookupSAIBs\)/CE-10-08?OpenDocument](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgSAIB.nsf/(LookupSAIBs)/CE-10-08?OpenDocument)

Tips 'N Tricks

This month's article comes from the www.exp-aircraft.com library of experimental aviation articles and deals with the topic of compression testing an aircraft engine:

Compression Testing Tips

by Rick Lavoie, St Augustine, Florida, USA
April 1995

This is a two person job for safety reasons. Also be sure that your mag switch is cold and test to ensure that both mags are not grounded hot! You will be moving the prop and it is imperative that you know for sure that the engine will not fire or back fire!

First you will need to own or borrow a "cylinder pressure tester". Get one that has a built in "on-off safety valve". An air compressor is also needed.

- 1) Warm up the engine
- 2) Remove the top spark plugs
- 3) Rotate Prop until piston of #1 firing cylinder is on top dead center of compression stroke (you should feel air blow out of hole if you hold your finger there, be careful not to burn your finger. A tip is to put the adapter into the plug hole to prevent you from burning your finger.) Note the firing order stamped on the engine: you will test each cylinder in this order by rotating the prop 180°
- 4) Insert the adapter into the spark plug hole (if it is not already in)
- 5) Attach the tester to the adapter with the shut off valve in the OFF position. The other end is attached to the air compressor line. Set the air compressor regulator to about 90psi.
- 6) Have a friend firmly hold the prop in position, standing in a way that he can back off quickly if needed. Set the gauge on the tester to read 80psi, then slowly turn the valve from the off to on position. Move the prop slowly an inch at a time in either direction until you obtain your highest reading. Turn the safety on/off valve to the off

position. Write down the reading for entry into your engine log book.

7) Move the prop 180° for the next firing cylinder (on my O-235 the firing order is 1-3-2-4). Move the adapter to that spark plug hole and repeat the process until all 4 cylinders are tested.

If you are obtaining a low reading, say 60psi or less, you can listen for escaping air (pumped from the compressor) and figure out where it is leaking from. If the air is escaping from the Carb intake, then suspect defective intake valve. If the air is escaping through the exhaust system, then you can figure on the exhaust valve causing the low compression. If the air is coming from the crankcase breather, then it may be the rings.

Hope this is of some help!