



DESIGNEE NEWSLETTER

THE PUBLICATION OF THE EAA DESIGNEE PROGRAM



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The **DESIGNEE NEWSLETTER** is a forum for the exchange of information and ideas of interest to aircraft and ultralight builders, restorers, and flyers. The sources of the materials published are EAA Designees, readers, Chapter newsletters, and other publications. Readers are encouraged to submit manuscripts, drawings, and black/white photos for consideration. Every effort is made to select accurate materials of interest to a majority of readers. Opinions expressed and responsibility for accuracy rests entirely with the contributor. All materials submitted become the property of EAA — no remuneration will be made. Materials should be sent to Chuck Larsen, EAA Designee Director.

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From **KINGS RIVER RUNOFF**, Fresno, California
Chapter 376.

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Designees and Subscribers,

OSHKOSH '82 is history. *The airplanes, the Salute To NASA, the airplanes, the air show, the airplanes, the people, the airplanes, the displays, the airplanes . . .* It was, as promised, the biggest and best EAA Convention ever. Our "hats are off" to the thousands of volunteers who gave all or part of their time at **OSHKOSH** to make still another record breaking success possible.

A special thanks is in order in this publication to those who made presentations at the Designee Technical Symposium and worked in the Technical Information Center. Your efforts will have effects reaching far beyond the Convention as those you came in contact with return to their homes to work on their projects and tell others about what they have learned. Another example of the cooperation for quality aircraft shared by members of EAA.

Chuck Larsen, Designee Director

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TAKE NOTE

RV-3 GENOT

There was a general notice (GENOT) issued on the RV-3 prohibiting aerobatics in this type of aircraft.

The FAA Great Lakes Office, headed by Mr. Walter Horn, has published another GENOT, regarding the RV-3. It stated that the new RV-3s and modified RV-3s will be evaluated on their merit.

This will have the effect of permitting the local FAA maintenance inspectors to approve or deny the RV-3s aerobatic operating limitations.

BIG AIRPLANES AND ULTRALIGHTS — BIG AIRPLANES ALWAYS WIN!

From the EAA Ultralight Assn. Chapter 34 Newsletter

Wingtip vortices off a Cub can flip an ultralight and do great damage to your body. Once again common sense can keep you alive if you use it.

Wingtip vortices are created as soon as an aircraft rotates for take-off. These invisible tornadoes continue as long as the aircraft is moving through the air. Their movement is downward and outward from the wingtips. These vortices may last several minutes if the wind is calm. The larger the aircraft the stronger they become. Vortices also drift with the wind. Hmmm, definitely not nice things to play with.

What To Do?

1. On landing keep your approach above the descent path of the preceding aircraft and touch down beyond his landing point.
2. On landing behind a departing aircraft, plan to land and stop before his point of rotation.
3. On take-off, WAIT 5 (five) minutes after their take-off or landing and go to the UPWIND side of the runway before taking off.

Just common sense guys, use it and you'll be flying a long time.

DON'T DO NUTHIN DUMB

From the Peach Ridge Air Force Chapter 704 Newsletter

Now that warmer weather is upon us and the old (or new) bird has been dusted off, fly-in season can officially begin. Along with the warmer weather, consideration of aircraft performance should be kept in mind. The cool, dense air of last fall and early spring is now giving way to the warmer and thinner air of summer. In other words, remember to check density altitude. Probably the most noticeable effect will be in take-off roll for most of us. The small grass strip that was no problem to get out of fully loaded earlier this spring, may not be enough now.

So when the weather is above standard temp. (59° F) by quite a bit it may be wise to check the aircraft operators manual for take-off distance or at least allow yourself a margin for safety. One good way might be to estimate your stopping distance at near flying speed (estimate long) and pick a reference point next to the runway. If not sure of getting off by that point STOP and either get lighter or wait until it cools down. Also keep in mind any obstacles that have to be cleared on the way out.

Density altitude affects all areas of aircraft performances so plan ahead and as my instructor always said, "Don't do nuthin dumb."

ELECTRONIC GAMES BAD FOR RADIOS

From the Danbury, Connecticut Chapter 130 Newsletter

The FAA reminds the flying public that portable electronic devices are banned while the aircraft is in flight. The Canadian FAA determined several years ago that hand-held calculators were capable of causing ADP and VOR abnormalities when operated in the aircraft. The same problem exists from many small electronic games. FAR 91.19 addresses this problem.

LETTERS 'N SHOP TALK

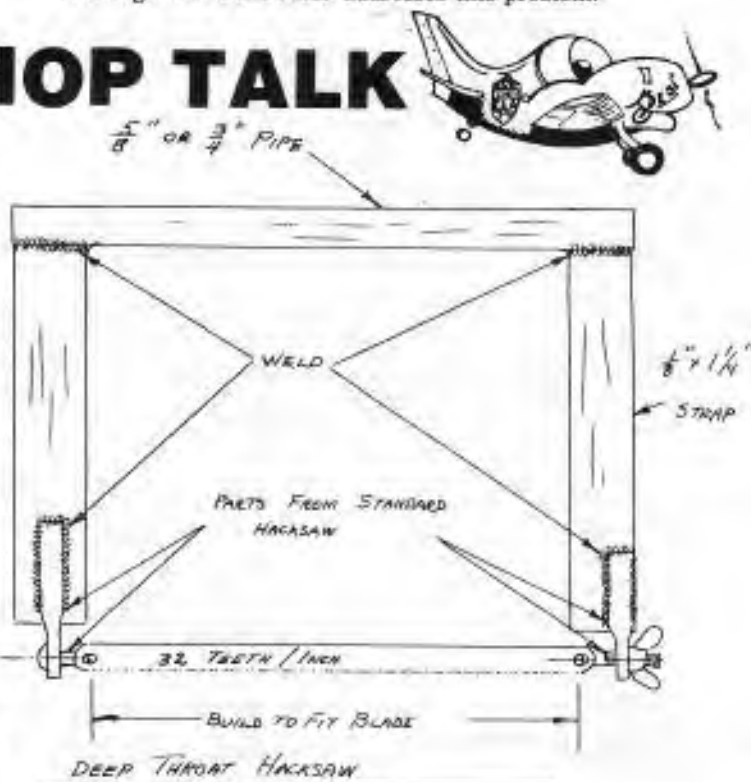
Dear Chuck,

I guess nobody ever built an airplane without coming face-to-face with some problem that needed a NEW solution. And every time that happens, and you FIND a solution, you reap some of the benefits in satisfaction that come so abundantly in the homebuilt airplane hobby.

I am building a Sonerai III and came to the place where I needed to slice off a large piece of 4130 sheet for the spar box. My hacksaw didn't have the reach to go half way and the part was too wide to allow me to turn the blade cross wise and saw it out. I didn't have access to a metal cutting bandsaw. I could have drilled a zillion holes (1/4 inch apart) next to the line, hacked it through with a cold chisel, and dressed it on the grinder, but my mind boggled and my body balked at the prospect.

So I made up a hacksaw with a deep throat that COULD saw halfway through the sheet. I bought a cheap hacksaw (\$3.50) at the hardware store and sawed off the fittings that hold the blade. Then I rounded up some scrap pipe and steel strap and welded up a new frame as shown in the accompanying figure. The saw works best when you put one hand on each end and "pull" the blade through the work . . . kind of like two lumber jacks sawing a log.

Bob Barton, EAA 134156
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Bob Barton

TECHNICAL TOPICS

"DRY ROT" AND WOOD PRESERVATION

From Don Simons, Designee 622 as published in EAA Chapter 117's Newsletter

Since wood is a versatile material, and well adapted to aircraft structures, it would be wise to look into the reasons wood rots and how we might prevent it from doing so.

We have all heard the term "dry rot" used many times. We should say that the expression "dry rot" is all wet (ugh!). Anyhow, dry wood does not rot. Water-logged wood also does not rot but, if wood is damp and some closed area remain damp, rot will occur. For wood to rot it needs dampness and warmth, and unless it is protected with a good coating of varnish to seal out the moisture, the spores take over.

Spores are microscopic seeds, or small reproductive bodies which are on everything. These spores can lay dormant for an indefinite period of time and if given moisture and warmth begin to grow. During their growing process they need food and what they like is the cellulose fibers in wood. Tentacle-like eaters grow out into the wood, devouring the cellulose fibers as they go, and what is left is a punky, brashy wood with no real strength.

What can be done?

1. Good design practices should be followed in providing proper drain holes in any and all areas of the structure where rain and water can enter, or where condensation can form and get trapped. Drain holes should be big enough to stay open and not get plugged with dirt. They should periodically be reamed out and kept open. Cross ventilation is the best means of keeping boxed in areas dry.
2. In addition to #1, we should also prevent the spores from growing with a good dose of penta wood preservative. Sherwin-Williams stores carry

penta wood preservative in gallon cans at about \$4.30 per gallon. It controls rot, decay, swelling, fungi, molds, powder-post beetles, carpenter ants, etc. One gallon will treat 250 to 400 square feet of wood and contains 4.48% pentachlorophenol and .52% other chlorophenols. It carries federal spec. #TT-W-572. It is pantable and actually sinks into the wood and dries in a short time. Two good soaking coats will do well but in order to prevent leaching the wood must then be varnished.

3. Modern space age materials are cropping up all the time and the old fashioned stuff should be allowed to die a natural death. It doesn't make sense to put varnish on a structure and then white dope proof paint over that to keep the dope or super cream cement from lifting it, when varathane or any of the new plastic coatings are dope proof themselves.
4. In gluing wood, the glue should be put onto one or both surfaces in a liberal enough quantity to squeeze out all around. If the glue doesn't squeeze out all around it it could mean too little was used, or the mating surfaces don't match, or both but the point is this: Be sure to wipe the excess glue off to prevent it from flaking off several years later and taking the moisture barrier with it, thus leaving a place for moisture to get to the wood.
5. Last point: Do all the drilling and gluing before applying the preservative and varnish to be sure all surfaces are covered.

All builders should have at least a minimum library of technical books for reference. I would suggest: "EAA Aircraft File Number 1, Wood". Best two bucks you could spend. (Maybe more now, but cheap at twice the price.)

DESIGNEE OF THE MONTH



Jack Hickey, Designee 478
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Carrabelle, Florida 32322

Jack moved to Carrabelle from Minnesota, where he was President of EAA Chapters 54 and 552. Jack has been active in EAA for about 15 years and a Designee for 10. I had wanted to build an airplane for years, but it wasn't until I met Jack that I joined EAA and through his encouragement and support finally realized my dream. EAA and Jack have made it possible for me to realize this long time dream. If all the Designees are as patient and helpful as he, all of the builders of EAA are in great shape.

Jack's other interests include the Senior Citizens Organization in Carrabelle, chess, ham radio, old auto restoration, renovating boats, model airplanes, old motorcycles and shrimping (with a boat he completely rebuilt himself). Jack is always promoting EAA and homebuilding, but always makes time for the novice builder. Jack is also currently trying to organize a local Chapter of EAA in Carrabelle.

Steve Norris, EAA 146121
Box 252
Carrabelle, Florida 32322

DESIGNEE VISITS

One of the important services provided by our DESIGNEES is visiting aircraft building/restoration projects to discuss and offer suggestions about them. The DESIGNEES in the following listing are to be commended for their efforts in helping to make sport aviation a safer activity by providing this service. Comments for publication are selected for the purpose of providing guidance or assistance to builders and the DESIGNEES visiting them. DESIGNEES are requested to note problems or procedures observed in their project visits in the comment's section of the Designee Visit Report.

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