

# HANGAR ECHOES

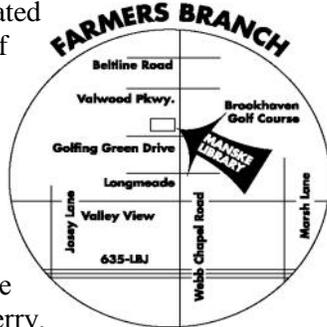
JANUARY 2009



**EAA Chapter 168 ★ Dallas, Texas**

## January 7 Chapter Meeting

The January Chapter meeting will be on **WEDNESDAY** January 7th. It will be held at the Farmers Branch Library, located on the northwest corner of Webb Chapel and Golfing Green Drive. The meeting will be held in the auditorium and will begin at 6:30 p.m. and finish by 9:00 p.m.



January's speaker will be Chapter 168's own Mel Asberry. Mel will present a video called "Stretching The Glide", and a question, answer, and discussion session will occur after the video.

There have been a few accidents in the RV community recently where it appears the pilot tried to hard to reach his preferred landing site, only to meet his demise after stalling the airplane. Best glide techniques, unfortunately, are not practiced enough in the our flying. Make sure to attend this meeting to sharpen up your skills... At least your mental ones!

## January Newsletter Folding

This month there will be no newsletter folding. Michael Stephan will fold, tape, stamp, and mail all the newsletters by himself. THANKS MICHAEL!

We are in need of volunteers to host newsletter foldings for 2009. Having a project is NOT a requirement. If you are interested in hosting a newsletter folding, contact Michael at [mstephan@shr.net](mailto:mstephan@shr.net)

## Jan 13 Board Mtg - LOCATION CHANGE

The BOD meeting will be held on Tuesday January 13 at the **home of David Buono** at 7:00 PM. The library is under construction, so we have to make alternate arrangements for this month. Dave's address is 6707 Winterwood Ln, Dallas, TX 75248. Phone number is 214-986-4497 if you get lost.

The minutes from the December BOD meeting recorded by David Buono are as follows:

**Directors In Attendance:** None (slackers!)

**Notes:**

- By majority vote of the board, we decided to not meet in the month of December due to the ice and cold weather that hit the DFW area the night of the board meeting.

## January 10 Chapter Fly-In

This month the chapter heads to the Frontiers of Flight Museum at Love Field. Even though we call it a "fly-in", actually driving in might be a lot more convenient.

We plan to meet at the museum around 10am, which is the time it opens so don't be early! The museum can be found at 6911 Lemmon Avenue, which is on the southeast corner of Love Field. The admission price is \$8 for adults, \$6 for seniors (65 and older), \$5 students aged 3-17, and children under 3 are free.

After touring the museum, the group will pick a local place for lunch. Hope to see you there!



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## Panel Planning For IFR

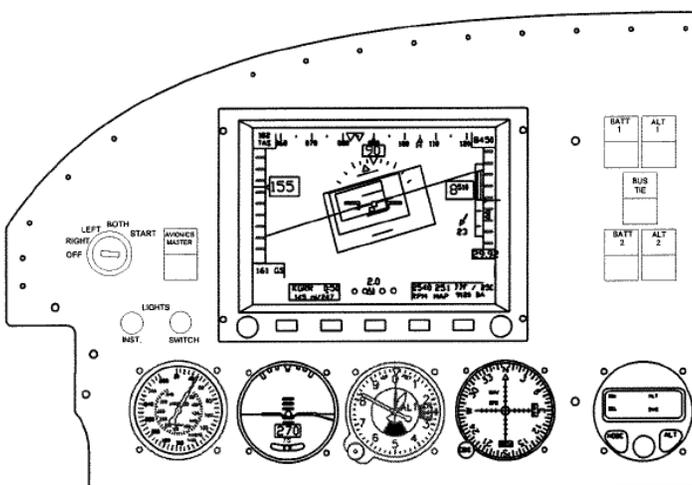
By: David Buono

I have recently reached that point in my project that I have to finalize my panel. The equipment, the layout, and the electrical system decisions have started to affect other decisions in the build, such as location of the battery box. Further more, I am having the panel professionally cut and wired together, so in order to have everything here in a timely manor, I have to order everything now.

A few things to keep in mind about me and my flying habits. I am IFR rated, and I have owned an airplane in the past that I definitely used to fly in IMC conditions. This plane will be used for long trips and must be able to do that mission well.

The first decision I had to make is which EFIS to purchase. After spending almost a year of time and 2 air shows visiting vendors, I made the decision to go with Grand Rapids (GRT) as the vendor. I had decided on their high resolution HS model until Sun-n-Fun this year when they debuted their HX model, which has synthetic vision. Next was to decide on 1 screen or 2. I had decided on 2 GRT screens until earlier this year when Garmin released it's 696 portable. Wow, things change fast! With the capabilities of the 696, I made the decision to make that my second screen. That will be installed in the panel on the copilot side with a slight cant towards the pilot.

Backup round instruments will be (left to right) airspeed, TruTrak ADI, altimeter, and CDI. The 5th round instrument is the TruTrak DigiFlight II VSGV autopilot.



Left side of panel

(Continued on page 10)

## 2008 Chapter Christmas Party

By: Dave Buono

This year's Chapter Christmas party was the best yet! As you can see by the pictures on the front cover, the decorations, prizes, center pieces, and all around fun factor were second to none.

This year's party was again organized by Bruce and Mary Ann Fuller. This is the second year in a row for them to put the Christmas party together, and they really outdid themselves. This year's theme was "Aviation In The Movies", so all the prizes, games, and décor went along with that theme.

The night started with a social hour, where long time members caught up with old friends and new members got to meet other chapter members. Mel then kicked things off with some of the usual chapter business items that most of our meetings start with. Bruce took the mic and raffled off a few of the donated prizes before announcing "Dinner is served!" right on time. The catered dinner was again top notch, and I heard nothing but great things about it. I for one was a huge fan of the chicken and helped myself to seconds... twice!

After everybody was thoroughly stuffed, Bruce once again took the mic. He gave everybody the answers to the trivia questions on the back of the program. Judging by people's reactions, there were some pretty tough questions. I only got one right!

Next up were Jay Bannister and Norm Biron. These 2 were the only first flights for our chapter in 2008. Each got up and told the story behind their project and first flight experience. They each got a well deserved round of applause from all in attendance.

Yours truly was up next with a slide show recapping chapter events for 2008. It's amazing what you can do with a Christmas CD and some video editing software. If you missed it or want to watch it again, you can find it on the web on the chapter's YouTube page. What? You didn't know the Chapter had a YouTube page? Where have you been? Check out this one and all our other videos at <http://www.youtube.com/168>. If you have a video you'd like uploaded to our site, send me an email at [david.buono@yahoo.com](mailto:david.buono@yahoo.com)

After a few more prizes were raffled off, the theme of the night took center stage when Michael Stephan played aviation related clips from movies while the attendees

(Continued on page 4)

## Christmas Party

(Continued from page 3)

tried to guess the name of the movie. The work that Michael put into pulling all those clips together should not be understated. Some of the movies featured had plots that centered around aviation. But others had just one or two scenes with aviation in them. Either way, Michael put a lot of work into pulling the clips together for everybody's enjoyment.

The party ran a little over the planned time, so the spot landing contest had to be postponed until a later date. Look for this event at an upcoming chapter function.

Overall the 2008 Christmas party was a huge success, and that was not by accident. Many people volunteered time and resources to make it a success. However, 2 people clearly stand out. Bruce and Mary Ann Fuller. They were the dedicated planners for the party, and things couldn't have went smoother. 80 people attended this year's party, and fun was had by all I got a chance to talk to at the party. Chapter 168 should be proud to have Bruce and Mary Ann as members! Thanks again to all

## Chapter Schedule Changes This Month

By: Dave Buono

Just in case you missed it on page 2, there are multiple changes to "business as usual" this month. These changes are significant enough that I wanted to highlight them a second time to make sure everybody understands the changes for this month.

- The general chapter meeting is on the first WEDNESDAY this month. This will be the case for the first four months of the year.
- There is no newsletter folding this month. Newsletters will still be mailed out on the normal day, but we won't be getting together to fold it.
- The board meeting will be on the normal date (January 13), but the location is different. Due to construction at the library, we've moved the board meeting to my house. See page 2 for address and phone number.

Things should return to "normal" next month with the exception of the general membership meeting. It will be on the first WEDNESDAY of every month through April.

If you have any questions or concerns, email the chapter president at [president@eaa168.org](mailto:president@eaa168.org)

## Airbike Joins the Hopper

By Michael Stephan

As if my list of projects isn't long enough, last month I bought another to add to my hopper. A local Airbike project, manufactured by Team Aircraft, was for sale, and I couldn't pass it up. I have always thought about building one of the little airplanes, but since the manufacturer was out of business, I would have to find plans or an unfinished project. I now have one. The truck I picked it up in was a little overkill, but it got it to my hangar at Grand Prairie safely. My younger brother, he's not so little anymore, got the first ride in the airplane.



The Airbike has an empty weight of about 350 pounds and a gross weight of 560. It cruises at 65 mph and lands at 25mph. It uses 40 hp to lift it into the air, and the pilot straddles the fuselage and sits behind the engine.

I have seen one fly at SWRFI when it was in Abilene, and have wanted one ever since. Besides, the prop on my RV-8 was more expensive than the whole airbike!

I hope to have it flying soon, so I can get to work on the Acrosport II and the RV-4.

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## Alternative Alternator Wiring

By Michael Stephan

It has been a few years since I examined this subject. It was while I was preparing my airplane for it's first flight. I remember that Clay damaged his alternator, and had to replace it. To prevent myself from doing the same, I reviewed and made a few changes to my system. Recently, the same problem came up with Brad Roberts' alternator, and that brought me back to the study of the subject. But first, a quick disclaimer, I am not an electrical engineer, or an expert in alternators or the system's design. So, feel free to correct me if you are either one.

With instruments panels becoming EFIS oriented and relying heavily on the continual flow of electricity, the alternator and charging system have become increasingly important. So important, that some have chosen to have a second alternator and a second battery installed as a backup. But if you do it right and take care of the system, your alternator should give you years of comfortable flying.

First we need to understand a few things about the alternator. A large wire transfers current from the alternator to the electrical system. It is usually protected by a 40 – 50 amp breaker. A voltage regulator regulates the output voltage. Some regulators are internal and some, like mine are external. I like the external regulator because I can replace it easily in the field should it go bad. I have replaced mine once. Then there is the "field" wire, which energizes the coil inside the alternator and allows it to produce current. That is the smaller wire that also connects to the back of the alternator and is protected by a smaller 5 amp breaker. It is the wire that the panel switch is connected to. When you flip the "ALT" switch on, effectively you are energizing the coil via the field wire.

That is what I would like to rethink a bit. Most electrical systems have a separate switch that energizes that "field" wire. Mine has one, and Brad had one as well. That is what Van's electrical diagram called for. When I start my engine that switch is turned on with the "Master" switch. It stays on until the engine is shut down, and then it is turned off along with the "Master" switch. Which brings me to what I think happened to Brad and possibly to Clay. During Brad's engine run he switched the ALT switch on after starting the engine. His voltmeter changed from 12.1 volts to 14.2 volts. Great alternator is working. Then with the engine running he switched it back off, which de-energized the coils and sent the residual voltage spiking momentarily backward though the alternator's internal diodes. One thing I learned in my college circuits class is that if you run enough current backwards through

a diode you will release it's magic smoke. I also learned during that exercise that you finger is not a temperature probe.

So how do I make sure not to accidentally hit that switch while the engine is running? I called Mel, and he had a solution. Wire the alternator "field" wire to the switched side of the master switch and eliminate the alternator switch. That made sense, since I always switched them at the same time anyways. Mel added that cars don't have alternator switches. Sounds reasonable. Since I still need the 5 amp breaker to protect the "field" wire, I can put that breaker in the space that the switch occupied. With the use of a pull out breaker, I can still use it like a switch to de-energize the field wire in the case alternator malfunctions in an over-voltage/over-current situation. Mel went further to add that I could connect the indicator wire to a light that would display on the panel. That is the wire that diagram usually has you cut off. That is a nice solution. I think Brad is making those changes. Alternators are too important and expensive to get it wrong.

A final reminder, be sure and understand your electrical system and how it works if you plan to make changes to it. Runaway alternators can cause expensive damage to radio stacks, electronic instruments and trim motors. So be sure that you have the proper current limiting and over-voltage protection. That is the best solution for years of happy flying.

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## End of Biplane Fly-In

By: David Cheek

June 4 through 6, 2009 will be the last of the annual Biplane fly ins at Bartlesville Oklahoma. Apparently the costs and staffing requirements have put too much pressure on the event. I have attended twice, as a day trip event, and it was always enjoyable. There was always a fuel discount and they did a great job of parking us. There were lots of different types of biplanes available for viewing. I will miss the event.

Let's hope that Mel and Ann finish their project early enough to make an appearance.

## Destination Coordination

By Michael Stephan

In the past year I did a quite a bit of flying, for me at least. Doing so, I learned a few things. I fly mostly locally, during the weekdays, and usually go by myself. Later in the year David Cheek, another frequent flyer, and I coordinated our destinations and then there were two. We had a standing plan to fly every Thursday and traveled for lunch.

Then there was the chapter fly-in at Northwest Regional that involved some questionable weather. I called a few typical attendees to see if they were planning on going. If none of them were going, I was planning to drive there, just to be sure someone from the Chapter was there in case someone else showed up. Luckily for me, several planned on flying in, and I didn't have to test my flying skills that day. A different NW Regional fly-in had me as the only attendee.

So, that got me to thinking about a way to find out who is going where, and to start a group that flies regularly. We have always had the reputation of being a builder's chapter. It is not unexpected, since we are spread out around many area airports. So, I am thinking that a virtual com-

munity could help coordinate our flying destinations. There are several groups that coordinate on the weekends, but I'm looking to establish a group that can fly during the weekdays as well. I'm sure the web is the best place to do that, but I'm not sure what is the best application. Email is the typical way, but a more "real time" solution is preferred. I will have to consult the other web intelligencia in the chapter to help find the best solution.

My vision is a website that a user can log into to see where others are going and fly there as well. I'm not sure how do-able or practical that may be, but I'm interested in your feedback.

So far the group consists of David Cheek and me. We try to fly at least once a week, weather permitting. If you are interested in joining let me know (my info is on page 11), and we will add you to the list that gets notified when we decide to go somewhere. Also, if you are going somewhere and could use some company, let me know, so we can tag along.

I'm looking forward to more flying with you in 2009.

## New Young Eagles' Pilots Needed

By: David Cheek

We need some help from pilots with airplanes for our chapter Young Eagle events. We have been getting fewer of our chapter aircraft and pilots at each event. Jim Quinn does a great job in getting other pilots, some from other chapters, to come out and do this chore for us.

Jim does a great job of planning these events from a pilot perspective. We only have to show up, treat the kids and their parents nice, and fly safely. Jim and his volunteers do all the rest. He starts early and we can usually finish quick enough to fly somewhere and have lunch. This is much better than coming to an event where you stand around and wait for things to happen and maybe invest all day for just a few flights. We also have a very good balance between kids and pilots, so you don't have to worry about being asked to make five or more flights. We should be thankful for that.

So, if you have, or can get an airplane, please join us at the next chapter 168 young eagles event. We will look forward to seeing you there.

If you have any questions about flying Young Eagles, contact Jim ([Jquinn3@gmail.com](mailto:Jquinn3@gmail.com)). He is our chapter Young Eagles coordinator and will be glad to help you!

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## N676BD is Airworthy!

By Michael Stephan

On December 14, Brad Roberts and his RV-7 received an early Christmas present. After a thorough inspection, Mel Asberry handed him that very prized piece of paper. Congratulations Brad!

Brad is one of the lucky few that have one of the new hangars at Grand Prairie, and since that makes him one of my neighbors there, I have been looking in on his progress and offering an extra hand at times.



So, I was just as excited to see him pass that final hurdle before the airplane flies. He spent weeks before the inspection checking and rechecking for loose bolts and jam-nuts. We looked over clamps, safety wire, and things that might not pass inspection. We weighed the airplane.

Then it was time to do an engine run. Other than one loose oil fitting, everything was very smooth. The Dynon was the only thing that needed some calibration and a bit of adjustment and verification.



But, even with all that preparation, Mel found a few things that we missed or that could be better. So, Brad will get those few things done and be ready to fly very soon. First is to get all those panels and interior put back in, verify that the flight and engine instruments are correct, get a transponder check and talk with a flight advisor about the first flight and test flying the RV.

He did a great job putting his RV-7 together. It is already painted and ready to start attending fly-ins. Brad and Deia can look forward to many hours of enjoyment in their new airplane. Look for a first flight report in next month's newsletter.



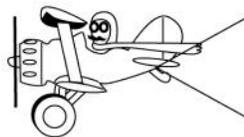
## Super Bowl Is Coming

By: David Cheek

As many of you know, the new Cowboys stadium in Arlington is scheduled to have the National Football League Super Bowl in a few years. You may not know about the aviation planning that is taking place for the event. The planning is being coordinated by the North Texas Council of Governments, which is the agency that does regional transportation planning as well as other types of regional plans.

The kind of things I have heard about, besides all the temporary flight restrictions, are temporary air traffic control towers (too many of our towers seem to be "temporary" all the time), arrival reservations, and a grand helicopter transportation plan. There is some concern that the operations at Grand Prairie and Arlington airports will be affected on game Sunday due to the special TFR inner circle that will be in effect for most of the day. There are few details of this now, since there is only one volunteer working on this.

They are looking for others to volunteer in the planning. If you have some spare time and want to help, call me and I will put you in touch with the proper person.



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## Why Was Meigs Lost?

By: *David Cheek*

The lakeside airport in Chicago was lost because a majority of residents did not want it. The city has a long transportation history, but aviation is the smallest part of that. Chicago has a long railroad history and a lot of commercial and boating traffic on Lake Michigan. The aviation history is related to airline service as air travel replaced passenger railroad travel. More personal forms of aviation activity such as we are familiar with have always been pushed to the suburbs. It should also be noticed that Chicago is the second most automobile unfriendly city in the country, as indicated by their recent outsourcing of public parking to a private “for profit” company. This is expected to quadruple parking meter rates.

There is another large interest in the city that is not well known to outsiders. There is a large nature and outdoor activity movement. One large ongoing project is the provision of bird habitat near the Lake Michigan shore. Meigs field was a perfect additional site for that project, and that is what the former airport site has become.

It appears that people who want to see birds exceed the number of people that want to fly airplanes from a waterfront airport, at least in Chicago. In most democratic forms of government the majority rules. We can be angry with the city administration for the way they suddenly closed the airport (I certainly am angry), but the fact that it did close was more than just the idea of city hall. Most politicians know a how to “ride a horse” when they see it.

## The Story Of O’Hare Airport

By: *David Buono*

David Cheek’s story about Meigs field and the city of Chicago reminded me of a great tale told to millions of people via email chain letter. It is the story of how Chicago’s O’Hare airport got it’s name.

Nobody believes those chain letters, right? Everybody with an email address has seen this annoying form of spam. It usually ends with “Send this to 20 people or you’ll have bad luck for 99 years” or something similar.

I did a little research on this one, and it turns out it’s true... Sort of. For those of you who don’t know the story, I’ll summarize it in a few paragraphs.

Back in the 1920’s, a man by the name of Al Capone ruled the city of Chicago because he was the leader of the Italian Mafia in that area. In order to pull off the things

he pulled off and stay out of jail, he had to have a top notch lawyer. Al Capone’s lawyer was Edgar O’Hare. Why did they name an airport after a mafia lawyer? Not so fast my friend... keep reading.

O’Hare not only kept Capone out of jail, he helped him set up numerous illegal companies to hide and launder money. He was one of the key components to Capone’s “success” as a mafia leader.

Fast forward to 1931, and O’Hare switched teams. He helped the government convict Capone of tax evasion and send him to jail. 8 years later O’Hare would pay the ultimate price for turning on Capone.

Edgar O’Hare had a son, Butch, who became a fighter pilot and was killed in action during WWII. This is the O’Hare the airport is named after.

The email that circulates has the general story correct, but it embellishes in a few areas. The first place it veers off track in it’s overall portrayal of Edgar O’Hare. The email tends to make the reader think he was almost an innocent by-stander or “just doing his job” defending Capone. In actuality, O’Hare was a partner in many of Capone’s business dealings, and many people called him Capone’s “business manager.” The widely accepted thought is that he only helped the government to stay out of jail himself. Along with staying out of jail, many believe part of his trade-off with the government was having his son appointed to the Naval Academy to be a pilot.

The second most glaring untruth in the email is about how Butch died in WWII. The email tells of a dramatic dog fight in which Butch O’Hare took on a whole squadron of Japanese Zeroes. When he ran out of bullets, he began ramming the enemy planes with his own plane. A truly heroic tale... if it were true.

The truth is on November 26, 1943, Butch took off from a carrier and never returned. Although not conclusive, evidence points to friendly fire shooting Butch out of the sky that night.

Butch got the Medal Of Honor, and in 1949, Chicago’s Orchard Depot (KORD) was renamed O’Hare International in memory of the late pilot.

Butch, despite being surrounded by crime during his childhood and having a dad who was a corrupt lawyer, was able to bring honor to the family name. It is too bad he had to give his life in order to do so.

## December Fly-In

By Michael Stephan

Last month we continued the tradition of choosing to attend the Air Salvage of Dallas Sale for the monthly Chapter fly-in. As with years past, it was a chilly morning, but the coffee and donuts that ASOD provided were plenty warm. Usually, I spend some time walking the yard looking at what used to be airplanes, but this year I had promised to help Clay Romeiser do a compression check on his RV-9A's engine. Even without walking the yard, I spent quite a bit of time talking with other chapter members that were there.

The ASOD sale is a unique event. It seems like most everyone in the metroplex with an airplane is there looking for something. I saw so many people that I knew from several places. Some were from our chapter, but others were some of my hangar neighbors at Grand Prairie, some were local RVers and some from other EAA chapters. But I probably could have spent most of the day talking with friends.

One chapter member that I got a bit of news from was Jeff Anderson, who lives at Eagles Nest. He informed me that he sold his RV-7 project. I told him that I hated to hear that, but he replied that he replaced it with a Baron. With the size of his young family, he will need that many seats. He is finishing up on his tickets and should have his multi-engine rating soon. I was nervous landing my RV at Eagle's Nest. I couldn't imagine bringing a Baron in there.

Even though it was a social event for many of us, it was a busy day for Lucky Louque. Lucky is the man to talk to if you are looking for an engine or a specific part. He had a line of people following him around most of the morning. I did get a quick "hello" in before leaving.

For all those who were there, I hope you had a good time and found what you were looking for. For those who couldn't make it, I hope to see you next year. If you have never been, make plans for next December's sale. You'll be glad you did.

## WAAS Milestone Reached

By: David Buono

The September 25 publication of IFR terminal procedures, typically referred to as "approach plates", featured 171 new LPV, or WAAS approaches. This brings the overall count of WAAS/LPV approaches to 1333, which is 104 more than the number of ILS approaches currently published (1229).

Plans for 2009 include 500 more WAAS/LPV approaches to be published. ILS approaches aren't going any where any time soon, but clearly the future is here. As WAAS capable equipment gets cheaper and more readily available, more pilots will install it. Going forward, expect fewer and fewer new ILS approaches to be published.

If you're looking to upgrade or build your panel and you have thoughts of flying IFR, make sure to consider adding WAAS capable gear to your equipment list.

## Upcoming Events

**When:** January 15, 2009

**Where:** Collin County Community College

**What:** Chapter 1246 monthly meeting will feature Jim Wilson, a well known aviation photographer. He has an extensive portfolio of incredible aviation photography and will share his best examples of marvelous airplanes, along with fascinating stories about them. Come and enjoy the spectacular views captured by Jim with his high-resolution cameras. For more info - [www.eaa1246.org/](http://www.eaa1246.org/)

**When:** January 17, 2009

**Where:** Propwash Airport (16X) - Justin, TX

**What:** Texas Chapter of the ANTIQUE AIRPLANE ASSOCIATION monthly fly-in, meeting, and lunch. The Noon Lunch is Pot Luck and members bring a Main Dish and a Salad or Dessert to share. Randy and Maybeth Nunn will be our hosts at their hangar with the tower on top. Visitors are welcome. Contact: Maria Dougherty 817-468-1571 for more info



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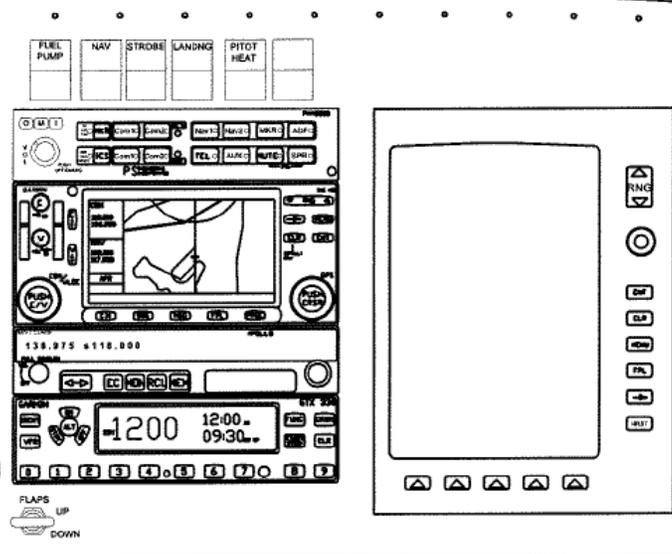
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BUY A NEW CT

## Panel Planning

(Continued from page 3)

Their wasn't much debate on the radio stack equipment, as I've had my mind set on Garmin from the beginning. I did explore other possibilities, but everything kept leading me back to Garmin. The radio stack will have a PMA-8000 audio panel, the GNS-430 GPS, the SL-30 Nav/Com, and the GTX-330 transponder. I had originally decided to not install a second nav source, but a great deal on the SL-30 from a friend convinced me otherwise.



Middle and right side of panel

That left me with 2 major decisions to make. The first was what kind of ignition system to install, and the second was how many batteries and alternators to install.

For the ignition system, I knew I wanted to take advantage of the increased efficiency of electronic ignition, so the decision really was which vendor and 1 or 2 of them. Books have been written about the pros and cons of electronic ignition in airplanes, and many industry experts vary greatly on which way is best. Having read and digested as much info as I could on the subject, I made the decision to go with 1 magneto and 1 Lightspeed Plasma III ignition. This gives me a large portion of the total efficiency available with electronic ignition and also has a nice safety margin built in because of the 2 independent ignition sources.

That leaves the battery/alternator decision. Nothing up to this point in my build has ignited such fierce debate as this decision. There are certainly pros and cons to all the methods, and one must factor in safety and weight considerations. With as electrically dependent as my plane will be, many experienced IFR pilots think I'd have to be

crazy to not have some redundancy built in. Most VFR pilots think I'm going way overboard.

My final (for now) decision is 2 batteries and 2 alternators. I have plenty of weight to spare because I'm going with a fixed pitch, composite prop. And in my simple brain, 2 separate electrical systems is simpler than doing 2 alternators and 1 battery or vice versa.

In the end, one of the things that's joys that is more obvious to me more now than ever, is that I get to do it my way. Experienced builders and flyers' opinions mean a lot to me, so I take all of the advice, sort through it, and in the end, make the decisions that I'm most comfortable with.

## From The Editor's Desk

By: Dave Buono

No president's column this month, so I decided to write a few notes from the editor's desk. Well, I think there's a desk here... It's here somewhere under all this paper, CD's, DVD's, old receipts, 2 mouse pads, unsent Christmas cards, and a few unpaid bills. But I digress...

December was a busy month for me, and I only got to fly twice not counting the 2 roundtrip commercial flights I had to take. On my most recent commercial flight, after everybody had boarded, the pilot announced that "we have some weight and balance issues, so we're going to take a few minutes and get things worked out. We'll be on our way in a few minutes."

Just as I was thinking to myself "I wonder what these non-pilot passengers think that means", the young man sitting next to me said, "I think that means the tires don't have the same air pressure in them."

Not being ones to rain on parades, my wife and I just giggled and kept our mouths shut. I did get enjoyment out of some of the conversations I overheard from the high school cheerleading squad sitting behind us. It was the first flight for most of them, so I enjoyed listening to the ooh's and ahhh's when we took off. There's something special about a person's first flight, even if it is in a 757.

In the words of our former president (Mel A, not Bill C),

**"Keep building and flying those Experimental Aircraft"**

# Classifieds

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