



Experimental Aviation
Association, Creswell, OR

EAA 31 Newsletter

NULLUM GRATUITUM PRANDIUM

April, 2007

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Special points of interest:

- * 50th anniversary of the club
- * Fly-in scheduled for September
- * Group considering project construction
- * Next meeting: May 3
- * Next breakfast: May 12

This month, we start off with a handy guide to common tools used in aircraft shops, contributed by member Mat (Skyranger) Northway:

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hand so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted airplane part you were drying.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned guitar calluses in about the time it takes to say, "Ouch..."

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

PLIERS: Used to round off bolt heads and to raise a blood blister on your finger in a flash.

HACKSAW: One of a family of cutting tools built on



the "Ouija Board" principle. It transforms normal linear motion into crooked, unpredictable motion and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Used to round off bolt heads. If nothing else is available, they can be also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside of the wheel hub you want to the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now mainly used for imper-sonating that 9/16 or 1/2 inch socket you've spent

the last 15 minutes searching for.

HYDRAULIC FLOOR JACK: Used for lowering the landing gear leg to the ground after you have installed the new brake shoes, trapping the jack handle firmly under the wheel pant bracket.

EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering the landing gear leg upward off the hydraulic jack handle.

TWEEZERS: Tool for removing Douglas fir splinters.

CELL PHONE: Tool for calling friend to see if he has another hydraulic floor jack.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool ten times harder than any know drill bit that snaps off in pilot holes drilled just a little too shallow rendering the entire engine case useless.

TWO-TON ENGINE HOIST: A tool for testing the tensile strength of everything you forgot to disconnect at the firewall.

Essential Aircraft Shop Tools (continued)

CRAFTSMAN ½ X 16 INCH SCREW-DRIVER: A large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

AVIATION METAL SNIPS: See definition for hacksaw.

TROUBLE LIGHT:

This is the aircraft mechanic's own tanning booth. Sometimes called a droplight, it is a good source of vitamin D, "the sunshine vitamin", which is not otherwise found in the back of fuselages in hangars. Heath benefit aside, its main purpose is to consume 40-watt light bulbs at about the rate that 105mm howitzer shells were consumed during the Battle of the Bulge. More often dark than light, it's name is somewhat misleading.

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style oilcans and splash oil on your shirt: but as the name implies can also be used to strip out the slots in Phillips screw heads.

AIR COMPRESSOR: A machine that takes energy produced at the hydroelectric dams on the Columbia River 200 miles away and transforms that into compressed air that travels by hose to a Harbor Freight brand impact wrench that grips corroded bolts last over tighten by a Cessna worker 50 years ago and neatly rounds off their heads.

PRY BAR: A tool used to crumple the \$600 piece of metal surrounding that clip or bracket you needed to remove



Essential aircraft toolkits often try to combine many functions into a small package.

in order to replace the only 50 cent part on the airplane.

HOSE CUTTER: A tool used to cut hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts not far from the object you were trying to hit.

MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door: works particularly well on contents such as upholstery, DVDs from the FAA, liquids in plastic bottles, repair manuals, refunds checks, and all rubber and plastic parts.

DAMMIT TOOL: Any handy tool that you grab and throw across the hangar while yelling "DAMMIT" at the top of your lungs. It is also the next tool that you will need.

ED: Thanks Mat!

"Flight 2341, for noise abatement turn right 45 degrees."

"But Center, we are at 35,000 feet. How much noise can we make up here?"

"Sir, have you ever heard the noise a 747 makes when it hits a 727?"

Experimental Aviation Association, Creswell, OR

President: Dave Petersen
Email: aristotelian1@msn.com
Phone: 344-3200

Vice-president: Ben Hallert
Email: ben@vipmail.com
Phone: 285-0041

Treasurer: Randy Stout
Email: rjstout@comcast.net
Phone: 343-4252

Meetings are held on the first Wednesday of each month at 7PM, with dinner starting about an hour earlier.

Monthly pancake breakfasts are held on the second Saturday of the month, usually around 9AM in the morning.

Founded in 1957, EAA Chapter 31 is one of the oldest Experimental Aviation Association chapters running. Located on-airport at 775 Creswell, OR, follow the Snoopy sign to find the clubhouse.

<http://eaa31.org/>

Crow-Mag Happenings

Crow-Mag had an unexpected visitor last week. A Zenith 701 buzzed the field, then landed, delivering someone who hadn't seen Conrad in about 30 years. Bad weather cut their trip from Corvallis to Roseburg short, but the clouds cooperated enough for a visit to Ice Station Crow-Mag. Watch that ILS approach, it's tricky!

EAA Rideshare can get you there

People are busy this time of year making travel plans to attend the World's Greatest Aviation Celebration. Over the past two years, hundreds of aviation enthusiasts have taken advantage of EAA's RideShare, a service that pairs those wanting to attend EAA AirVenture Oshkosh with those who may have a spare seat. This economical tool is available through the EAA AirVenture website.

To use RideShare, visit www.airventure.org/rideshare and check the rides offered/requested, or post your own ride request/offer. Posting is simple - just click Offer/Request

a Ride, then complete an online information form. Confirmation is e-mailed to the poster. (Personal information is not shown on the website.)

To contact a ride provider/seeker, click on "Click to contact this person," provide your information on the form, then submit. The contacted person receives an e-mail and can reply to the sender to make travel arrangements.

<http://www.airventure.org/rideshare/>



Save money and have fun by traveling to Oshkosh in groups

Roseburg Air Fair 2007

The Fourth Annual Salute to America's Veterans will take place at the Roseburg Regional Airport (M/Gen. Marion Carl Memorial Field), Oregon, on Friday, June 29th through Sunday, July 1st. On Friday, the gates will be open from Noon to 5.00PM. Admission: \$ 3 for Adults; Children Aged 12 to 16 \$1. On Saturday and Sunday, the gates open at 8.00 AM. Admission: \$5 for Adults; Children 12-16 \$3. CHILDREN UNDER 12 ACCOMPANIED BY AN ADULT & VETERANS ARE ADMITTED FREE ON ANY DAY.

Once again the event, formerly known as the Roseburg Air Show, will feature a selection of vintage aircraft ranging from a World War One Bristol Scout to an A-1E Skyraider which flew in the Vietnam conflict. As usual, several P-51 Mustangs and other Warbirds will be available to give rides. Two Czech-built L-29 jet trainers will also be on hand to offer rides. Other air experience flights will be offered by a variety of helicopters, which proved to be very popular last year, and in a 1929 Standard biplane replica.

This year, they hope to be featuring some of the latest light aircraft products courtesy of some of the manufacturers. There will be a collection of WW2 military vehicles on display courtesy of a local collector and displays provided by the local military recruiters.

An EAA Breakfast Fly-In will be held on Saturday, June 30 from 6.30 AM onwards, cooked by the North Roseburg Rotary Club. There will be ample tie down space available and overnight camping is allowed on the airfield. Hotel accommodation can be arranged with prior arrangement.

Also taking place on Saturday 30 June, a dinner for 300 people will be held in Oceanair's hanger as part of the Salute to the local Veterans. Just prior to the dinner, the visiting Warbirds will depart for a stream fly over of the Douglas County Fairgrounds where the NASCAR race finale is about to commence.

For those who are also vintage car enthusiasts, they invite you to stay through the following weekend when

the Annual Graffiti Weekend attracts several hundred restored cars. There are Cruise nights and Show and Shine contests to enjoy. Fill in the early part of the week by exploring the dozen Umpqua Valley wineries, visit the famed Oregon Dunes or take a scenic drive to Crater Lake.

In the past, the event was organized by a group of dedicated aviation enthusiasts. This year, the Mayor and Council of the City of Roseburg voted to adopt the air show under the auspices of the Airport Commission in recognition of the valuable contribution the event makes to showcase the recent \$10 million investment to improve and expand the facilities at the airport.

For additional information, visit the website:-

<http://www.Roseburgairfair.com> or contact the **Roseburg Visitor and Convention Bureau** at <http://www.visitroseburg.com>.

You may also call 541-957-1731 for further assistance.

April meeting minutes

The meeting started with our great hamburger/hotdog/Chili Bar-B-Q party at 6:00.

Meeting called to order at 7:03 PM by President Dave Petersen with V.P. Ben Hallert and Sec./Tres. Randy Stout present. 29 members and guests were in attendance. Mike Greer (Rena Cowan's guest) and Benjamin Meyers attended as guests for the first time. Welcome!!

Ex-President Bruce Curtis reminded everyone about the regular breakfast that Chapter 31 holds monthly, and the date this month will be 4/14/07. (It is the 2nd Saturday for those who are already planning May)

The Secretary/Treasurer then reminded the group that dues for 2007 are now due. Please send your \$25 checks to 86277 Panorama Rd., Springfield, OR 97478 payable to EAA Chapter 31, or just see Randy at the meeting.

Dave Heisley then gave the group a picture of the clubhouse to be displayed with pride on the west wall.

Daniel Cathy noted that Homer Clark from Baker City is selling his Volmer Jensen VJ-22 amphibian for \$18,500.

Volunteer of the year for 2006, Dave Peterson's plaque was attached in it's place with the others. It was noted that the club did not name a volunteer of the year for 2005. Any nominations?

Dave Petersen suggested that the club purchase business cards that gave info on the Young Eagle program, so that they may be handed out when interest is expressed.

Brent Burgess was asked to get name tags and bring them to the next meeting, especially the blank ones. We will have a label maker present in order

that all new (and old for that matter) guests have a name tag.

Bruce Curtis asked the group if there was any interest in building parts (specifically Zenith Zodiac wing ribs) in order to learn building techniques. If so, he proposed that we beg, borrow or buy a few kits in order to give some of those interested some hands on experience.

The movie Fly Boys was then critiqued by our Secretary. He panned it, but several members of the group liked it a lot. Oh well, it had a bunch of flying in it, but I couldn't figure out how they kept the wind from making noise or mussing their hair in an open cockpit biplane.

The group assembled to watch another in the Homebuilt Help.com series on scratch building basics.

There being no other business, the meeting was adjourned at 8:35PM

Respectfully submitted,
Randy Stout, Secretary/Treasurer

Emergency Procedures

There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked."

Air Traffic Control told the fighter jock that he was number two behind a B-52 that had one engine shut down.

"Ah," the pilot remarked, "the dreaded seven-engine approach."

