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TENTATIVE CALENDAR OF EVENTS – 2015

Planning and setting of dates are typically done by your board of directors at the beginning of the year and sometimes change. Unless noted, meetings are held at the chapter hangar at Rostraver Airport. Hangar is C1

JULY 10th Board of Directors meeting, ALL WELCOME

**NOTICE: NO GENERAL meeting
in JULY---
THIS IS AIR VENTURE MONTH**

AUGUST 14th Board of Directors meeting, ALL WELCOME

AUGUST 23rd
CHAPTER PICNIC at the airport

Next General Meeting will be
September 18th

Monday night workshop / build nights are now every Monday evening at the chapter hangar, 7:00pm

***Recap of events and the final installment of the
Colorado Trip Report to pick up an airplane***

Cockpit Clutter

EAA Chapter 45 web site <http://45.eaachapter.org>



Chapter 45 Newsletter

Experimental Aircraft Association

JULY-AUGUST 2015

Air Race Classic 2015 (ARC 2015) & Latrobe Airshow RECAP

The Air Race Classic is an all-woman team, cross country race by air. We were lucky for it to pass through our area this year and Chapter 45 was asked to help. The airport chosen was Connellsville (KVVS)

“We had 3 planes overnight at KVVS on Monday night. They stayed with some of the volunteers rather than use hotels. They left about 7am on Monday.

The last 2 came in just after noon on Tuesday after battling weather and /or mechanical issues. We hangared both as a storm blew past and they left later in the afternoon and made it to their next stop before the flying was done for Tuesday. All of the racers were in at the final stop on Thursday before the cutoff.

We had 3 mechanical issues at KVVS Monday and all were resolved.

- A Cirrus returned after leaving, with an over heated cylinder – The injector was removed and cleaned and reinstalled with a new o-ring.
- A low wing (I don't recall the type) had a starter that was intermittent and it was started by tapping the starter with a hammer.
- A Cherokee landed hard and broke a wheel pant. It was temporarily repaired with a riveted metal strap to ensure it did not come completely apart. Due to the slow speed and late day fix, they were one of the overnight teams

With spectators and racers we had 25 planes on the ramp at one point in the day!

I want to thank all of those that turned out for our fundraising efforts at the Latrobe Airshow. With this being our fundraiser for the year, it is fortunate that we can generate the volunteers to make this a success. I want to especially thank Arvin Daniels for stepping up to help organize the event and taking the time to do the leg work to meet with both the airport officials and the vendor. For all of those who helped out, Arvin has shirts for you. Please see him at the next chapter meeting to pick yours up.

While I am thanking members, I also want to thank everyone who supported the Women's Air Classic at Connellsville Airport. This went better than I could have asked and was great for promoting aviation in our area. Thank you for spending the day at the airport with us.”

Chapter President, Ken McClelland

Pictures of some recent Chapter 45 events....

Compliments of member John Mateka; many more pictures on our web site, maintained by member John Warren <http://45.eaachapter.org>

Thanks guys and a tip o' the hat to your good work



Visiting the Helicopter repair facility at Rostraver Airport...

Advanced Aircraft



And below, pictures from the Latrobe Airshow where the chapter volunteered their time and the Air Race Derby where we helped to marshal airplanes ...



AND NOW, the TRIP REPORT, part II ! by Steve Glaeser

As we left our intrepid adventurers in last month's newsletter, they were closing in on their destination of picking up an Acrosport II project in Colorado.

Another early start on Saturday allowed us to make Westcliffe by 2pm local. Westcliffe is tucked in the mountains about an hour west of Pueblo. The windy mountain road was very scenic and took us to an altitude over 8000 ft.

When we arrived at Dan's house we spent a few minutes looking over the project but then dove into loading it up.

I'm really glad I had the oversized box because there was no way my original plan would have worked. We managed to fit the horizontal stabilizers and elevators in the box along with the partially assembled wing, wing spars, and other misc. longer parts. The assembled wing ribs, rudder, engine mount, rib jigs, and several boxes of hardware and parts went in the bed of the truck. The fuselage was the last thing to be loaded. To protect the fuselage, we wrapped it in shrink wrap. The fuselage fit perfectly, the tail wheel landed exactly where I wanted it to on the box.



(Dan has one impressive shop behind his house!!)



(The last thing to be tied down, the ramps)



(What an incredible view!!)

As we pulled out of Dan's development, we took the opportunity to recheck straps and grab a few more photos.



We did make it to Burlington Colorado that night but had to make a few unscheduled stops along the way. Within the first 10 miles we realized we wrapped the fuselage in the wrong direction. We wrapped it from the tail to the firewall leaving the open ends facing into the wind. Despite pulling the shrink wrap tight, the wind managed to get under the edges and turn the wrap into a balloon. At this first unscheduled stop we re-wrapped the fuselage and that mostly corrected the issue. Even with the re-wrap, the wind continued to take a toll on the shrink wrap. Being engineers, duct tape was the clear solution. We used so much of it we had to stop and get more!!

Day 3 was another early morning (sensing a trend here...?) with a goal to make it to Columbus. Around Topeka we got hungry and wanted something better than standard fast food. There was a sandwich shop along the southern bypass so the decision was made. Trying to get back on I-70 east of Topeka was where we encountered our first delays. Following the signs we exited the highway to a toll booth, waiting at the toll booth was a lady trying to make her way to Des Moines. She, of course, had no map as well as no clue where she was. We did our best to help her but the road she wanted to take didn't exist. Minutes seemed like hours and we finally convinced her to proceed through the toll booth (single lane, unmanned booth), we did have a line of cars behind us after all. Paying the toll was the next problem for the lady. I about jumped out of the truck to pay it myself but I overheard her having the same "I'm trying to get to Des Moines" discussion with the remote attendant. There was no way I could live through that again.

Amazed and frustrated, we finally got through the toll booth and we were presented with 2 options, neither was I-70 East. “What the....” Crazy lady took I-70 West so we opted for the other road, US40. Frustration clouded our judgment; instead of turning around and hopping back on I-70, which was an option, we took US40 east for SEVERAL miles until the next entrance. The entire time we were on US40, we swore up and down that the sign said I-70 East exit this way...



(Low IFR in Kansas, notice the wind mills disappearing into the clouds)

With the delay in Topeka combined with construction zones, our Columbus goal was looking lofty. Columbus became the east side of Indy, then the west side of Indy. However, pure exhaustion wouldn't let us get past Terre Haute (about an hour west of Indy).

The 4th and last day started early (...why stop now?) which allowed us to pull into Rostraver Airport around noon. We encountered our second instance of rain as soon as we crossed the Pennsylvania border and it drizzled on and off while we unloaded everything. The weather did delay my dad's departure for Michigan but it did give us plenty of time to climb in and out of the fuselage. ☺



(A little more duct tape than when we started)



3100 miles in 4 days; was it worth it? Heck yeah! I had a great time on this epic journey with my dad. The build quality on the project is spectacular and it definitely knocked a few years off my build. Look for project updates in the future.

SPECIAL THANKS!!! I have to give a special thanks to Eric Humes. When I inquired about using the Chapter trailer, Eric offered to go over it before my trip. When I picked it up it had serviced (or new) bearings, new tires and LED lights (including new side marker lights). The trailer performed flawlessly. Thanks again Eric!!

NOTE : If you want to check to see if an upcoming meeting is being held or If there are last minute changes, cancellations or locations, check out this web site:

<http://imapilot55.wix.com/ch45>

No General Meeting in July, just the Board Meeting on July 10th

Don't forget the August picnic at the airport!