

# EAA Chapter 509 Meeting Minutes

Thursday, Oct. 8, 2009

Location: Lyle Adleman Sport Aviation Facility

Meeting called to order by President Jim Gundry.

**Introductions and projects updates:** Members gave a brief report their aviation activities. A few of the highlights were:

Jim Gundry did an annual on his Taylorcraft.

Ron Zimmerman is working on a trailer for his glider (which is for sale).

Scott Litfin sealed the wing tanks of his RV and has a tube of Proseal left over, see him if you need it.

Jack Fay just completed a recertification as a pilot.

Jim Solberg is making a rotisserie for the fuselage of his RV8 to allow for easier turn over.

Gary Reich flew in a P-40.

**Secretaries Report:** Correction of last month's report: There are two educational programs ongoing. On Oct. 17, the boy scouts will be working on an aviation merit badge for Explorers. Volunteers are needed. Contact Jack Fay or Jim Gundry or Ralph Kisor if you can help. The other program coordinated by Wally Kelm and Mike Pope is not restricted to Scouts,

**Treasurer's report:** We made about \$350 on the Chili Feed

## Old Business:

**Nominations:** The offices of president, secretary and 2 board members at large need to be filled at elections in November. Last month, Perry Kuznar and Jim Gundry were nominated for president and Roger Peters was nominated for secretary. Perry Kuznar relayed to Jim Gundry that he would consider running for president at some future date, but cannot do so now due to job duties. This month Jim Johangen nominated himself for board member. Jack Fay was nominated for board member by Jim Solberg, but he declined. Jim Olson was nominated for board member by Jim Solberg. Ray Hansen was nominated for secretary by John Olson. Nominations will be open next month just prior to voting. If you want one of these jobs or know someone who is interested, please nominate them next meeting.

**Aviation Merit Badge:** On Oct. 17, 9:30 to 3:30 the boy scouts will be working on an aviation merit badge for Explorers. Volunteers are needed. Contact Jack Fay or Jim Gundry or Ralph Kisor if you can help. **Please.**

**Aviation Exploring update.** This program has only 2 kids signed up, and will not run with 2. Due to a school change in policy, we cannot advertise this at schools. If you know anyone who 10<sup>th</sup> and 11 graders who want to do this program, contact Wally Kelm or Mike Pope.

## New business:

Bob Marek has tentatively agreed to put on a program in November on his flying trip to Alaska. In the first week on November, Jim Gundry wants to clean out the clubhouse. He proposes that we make a big pile in the floor of all things that we might discard. At the November meeting, chapter members can claim or rescue things they consider valuable. The rest goes.

Scott Litfin would like to restore "Movie Night." This will probably begin in January on the 4<sup>th</sup> Thursday.

Jim Olson agreed to rig up a monitor light so that if our heat goes out, someone will be alerted.

**Announcements and Events:** The annual banquet will be held at Hipps on Hwy.37 south of Eau Claire sometime in Jan. or Feb. This is where it was held last year and several members said that they were quite satisfied with it. Tom Oatman will check out dates for possible reservations.

**Program:** Jim Gundry, who has quite evidently done some research and experimentation on the subject, presented a program on tail wheel shimmy. Tail wheel shimmy is unpleasant, and can damage your aircraft or cause a loss of control. The factors that affect it are; speed, friction between the tire and runway, shimmy dampeners, tail wheel load, tail wheel geometry, and a destabilizing impulse. Ways to prevent or reduce it are; friction devices, unsymmetrical springs, and correct tail wheel geometry. Jim found a rather lengthy document on the subject and also did some field experiments where he made a device to tow his tail wheel behind a pickup truck. He then altered the trail angle and repeated the experiment. Changing the trail angle can make your tail wheel shimmy violently or be so stable it would be hard to turn. As your plane ages, additional weight on the tail wheel, sagging springs, wear in bearings and friction devices all conspire to make your tail wheel shimmy. If you are experiencing this problem, talk with Jim.

Collectively, our chapter members have a wealth of knowledge and expertise. By being a member, you avail yourself to this resource.