



## President's Corner - March 2008

It's daylight savings time again! Yippee ...Hallelujah and bring on Spring! I guess it's only psychological at this point though since I just came back from the hangar where I had to chop the ice from in front of the hangar door in order to drag the plane out.

I just have to say "thank you" to all of you who participated in last months' chili feed gathering, especially to Dan Benstrom and his son, Carl, for hosting the event at their cottage. I was pleasantly surprised at the good turn out and the variety of chili recipes that went into the final brew. All told, there was enough chili in the pot to feed another twenty people. If you were one of those who wasn't able to attend you really missed a great meal! We'll have to make this a yearly event.

I've been coordinating with a few of our members in an attempt to schedule some special events for this spring and summer. Mike Logue has been coordinating with the folks in Iron Mountain to give us a presentation of their LSA aircraft business and also talk to us about the Sport Pilot License and what they are doing down there. Unfortunately we were not able to get them at this months meeting but we hope to schedule them for our May meeting. Lynn Sykes is working on getting a combined meeting again with chapter 439 so we should be able to make that happen in the near future. This Saturday we will show two dvd's which I received from EAA - the first is on AirVenture 2007 and the second is a new release which is narrated by Harrison Ford. This video has been issued to all chapters to be used as a tool to raise awareness of what EAA is and showcase all the interesting things happening at AirVenture and within local chapters. The video truly captures the essence of EAA and is well worth watching.

In May we are planning a social gathering at my hangar (#27) where we will (weather permitting) hold our meeting, grill some beef and have a good old pot luck meal. If all goes as planned we will even have the LSA folks there to talk to us and possibly even give a few rides in their sleek planes.

Our Fly-out Chairman, Fred Joyal, has been looking into possible destinations for the upcoming warm weather so hopefully we will be able to "get out of Dodge" soon.

One last note of interest ... EAA has sent a memo to all chapters informing them that EAA will no longer sanction or insure regional fly-ins such as Florida's Sun-n-Fun Fly-in. In addition, insurance concerns have caused the organization to re-think its role in aviation activities involving "waivered airspace". What this means to chapters is that EAA will no longer allow us to hold an airshow or have any aerial entertainment which would require a notam to be issued to protect airspace. This is not to say that we cannot have fly-in events or static displays and "fly-bys" as long as the airspace is not waived.

Hope to see you at our meeting this Saturday and at our upcoming Spring events.

Saturday's meeting is at the usual time and place: Boreal Aviation at 10am.

Ted Kirkpatrick

## How-To's For When Plans Don't Resin Mixin' Spar Leveling n' Grinding By Phil Spade

I used the West System Epoxy for fiberglass layups of the wing of my KR. It is easy to measure the proper mix ratio with their inexpensive pumps. The resin wets out the glass superbly, gives you adequate working time, and will cure at lower temps than some other epoxies. End of commercial.

Approaching fall weather meant I was running out of acceptable working temperatures in my unheated two-car garage during the months of September and October. Temperatures at night would fall close to freezing. With a plastic tent and a portable electric heater, the protected wing would remain at 70-75 degrees Fahrenheit.



*Hold the calls, boys! Yes, this could be a potentially dangerous fire hazard if the builder did not stand closeby.*

### Sanding Spar Caps

Thanks to back issue Number 151, Dec 1989 of the KR newsletter, shaping the wing spar caps to profile was a snap. Here's an added procedure to make the task easier and much faster.

Instead of using a sanding board, use a 4-1/2" surface grinder with a sanding disc. Clamp the grinder to a straight board that is approximately 3 feet long x 4 inches wide. Use large hose clamps. Taper the board's width at the grinder attached end so that it matches the width of the grinder itself.

Paint the top surfaces of the spars and then sand until all the paint disappears. Finish up with a sanding board, if required. The procedure is quite similar to making scarf joints.

The photo should give a general idea of the process. Notice the straight board clamped to the opposite spar for the proper sanding angle of the spar cap. Reverse the process for the forward spar. 'nuff said.



*Disc grinder in position to bevel aft spar. Note the guide board clamped to the main spar, right-angle grinder hose clamped to wooden "extension" and the touch-up sanding board with paper stapled in place.*



*Overall view of KR wing spar beveling operation. Spars are properly spaced by tip rib and supported from below with blocking to help hold position during grinding ops.*

### Laser Leveling Spars

Purchase an inexpensive laser pointer pen and tape the pen to the top center of any standard 24 or 48 inch level. Use a rubber band to hold the switch to the on position. Now, level the aircraft's top longerons, both lengthwise and crosswise, in the wing area.

Place a straight edged board across the longerons and directly over front spar. Put the level on the straight edge, pointing in the direction of the spar tip. Measure the distance from top of spar cap to the laser's light dot.

Swing the laser level 180 degrees (in place) and check other spar cap tip. The readings should be the same distance. Do the rear spars in a like manner. Caution: This must be done with front and rear spars spread apart the same distance as per plans.

I ordered a regular laser level but improvised as it was backordered for three weeks. IN my particular case, this laser procedure was used to check my dihedral, incidence, and wing washout settings previously established on the workbench as called for on the plan