



# The Experimental Flyer

Ocean State Aviators EAA Chapter 1363

Volume 1, Issue 6

June, 2007

## Monthly Meetings And Upcoming Events

Meetings are held on the First Tuesday of every month at the Quonset Air Museum, Quonset State Airport, North Kingstown, RI.

**Meetings start at 7:00 PM**

**Our monthly meeting is just around the corner. Stop in and learn a thing or two.**

- July 3 - Dave Rogers  
Vans Aircraft Seminar
- July 14 - EAA Chapter 1363  
Strawberry Pancake Fly in
- August 7 - Joel Hern  
Powered Parachutes
- September 4 - USCG  
Search & Rescue Presentation
- October 2 - 1363  
A Night at the Movies

## Builder Report

Keith Salisbury

I had a chance this month to sit down with this month's featured builder, Vern Knott. I caught up with Vern at his diner, the Beacon Diner. Vern is 76 years old, and has been flying since 1978. His first airplane was a Cessna 150. He flew that for about three years, and then purchased a 1/2 share interest in a '71 182. He flew that plane for the next 20 years. He never had any plans to build his own plane.

If you look around at the walls of his diner you can see that Vern has a love for aviation. There are pictures of war planes and pleasure planes. I didn't spot a picture of the 150, but I did see one of his 182. One picture, however, is more special than the others. One is of his recently built and flown Zenith 701. While we did talk about some of his other planes, the plane in that picture was what most of our conversation was about.

Vern first saw the Zenith 701 at Oshkosh in August of 2004. He and his Brother-in-law (I never did get his name) were walking along when they saw the 701. Their first impression was that it

was an ugly plane. But, the more they learned about its performance the more they liked it. By the time they were done listening to the Zenith representative they both had a greater appreciation for the plane and its capabilities.

They headed home from the show and spoke more about the 701. They spoke enough that by the time they got back to his brother-in-law's house, which is near Marshalltown Iowa, they had decided to give Zenith a call and inquire about a demo flight.

The Zenith Aircraft Company is located in Mexico MO, just about 250 miles from the brother-in-law's house. Zenith readily agreed to the demo and scheduled the two for their flight. They took a ride down, got their demo flights in and were sold. They came home with the rudder kit.

The rudder kit went together quickly. The process gave Vern a taste of building. It also proved to him that building his own plane was something that he could do!. So, on his way home from Iowa Vern made a side trip to the Zenith factory and bought the remainder of the tail kit which includes the remainder of the empennage components, plus the flaperons and slats too. In two months time he was done with those parts and ready for more.

If you haven't noticed it yet, take a closer look at the time invested so far in this project. In just over two months time Vern had completed all of his control surfaces.

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RIANG Airshow 2007



### General Aviation United Against User Fees

EAA works hard to protect the rights of general aviation enthusiasts. Lend your voice to our efforts by becoming informed on how user fees threaten your rights as an aviation enthusiast.



### Where Am I?

At what airport am I getting ready to land?

Email your answer to : 1363vp@bearhawk949.com

Jim Brennan had the correct answer from May: Block island KBID

## Other Items of Interest & Communications

The Westerly Airport Association hereby invites EAA Chapter 1363 to attend it's **Wings Over Westerly** celebration at the Westerly Airport on September 15<sup>th</sup>(rain date the 16<sup>th</sup>).

Bring planes; especially experimental!

Help with the young eagles rally they hold on that day, ground school and pilots

Chapter banner and fliers next to a static display.

Or, just show up to see what it's all about.

Who else will be in attendance:

Civil Air Patrol, Karate demonstrations, K-9 police demonstration, Life Star helicopter, other aircraft, food, pony rides (weight restrictions apply)..., live animals from Dennison Pequotsepost Nature Center, and of course "much, much more!"

Want to see your event or accomplishment listed here? It's simple

Email: 1363vp@bearhawk949.com with details

## LSA Information

### Joel Hern

In June Joel C. Hern sent in the registration form to start the transition of his Powered Parachute (PPC) from what is classified as an Ultralight Aerial Vehicle to an N numbered Experimental - Light Sport Aircraft (E-LSA).

The deadline for submitting registration for all two place or overweight single place ultralight of any type which do not comply with FAR-103 is August 15, 2007 to ensure time for the airworthiness inspection.

The entire process must be complete with all paperwork back to the FAA prior to January 31, 2008. After that date this type of transition will no longer be allowed and the FAA has made it clear there will be no extension of time. This also means that Joel can no longer fly his PPC until he obtains his Sport Pilot License.

## Builders Spotlight

*continued from page 1*

If you are as impressed with his rate of progress; just wait, it gets better.

In January of '05 Vern went back out to Iowa for a visit. Once again he took a slight detour through Mexico, MO. This time the detour was to purchase the fuselage kit, including the gear and wheels. This time Vern's brother-in-law came out to Rhode Island to help with the construction. In three weeks time, yes three weeks, the two of them had finished putting the fuselage together.

The next step happened in March of '05. Vern made one more trip out to Iowa with the now customary side trip to Mexico, MO. The two of them spent the next 6 weeks putting together the wing and fuel system kits. Vern claims that they could have made faster progress, but he ran into an old girlfriend and that slowed him down somewhat.

Vern expressed surprise that he was able to transport the wings back to RI in the back of his Caravan without getting stopped. It seems that the wings stuck out of the back of the van by almost 4 feet. Thankfully, the wings and Vern made it in one piece.

A Jabiru 2200 engine was acquired in May of '05. In March of 2006 Vern's building partner came out from Iowa to help finish up the project.

Inside the cockpit Vern's 701 sports, and ICOM handheld radio, electric trim and bank, a Lawrence 2000 GPS, EIS, ELT, and he even got his girlfriend to make the seat cushions.

Bubble doors were added for a touch more room, and Nav/Strobe lighting for visibility.

By August he had an airworthiness certificate. The first flight was made on September 10<sup>th</sup>, 2006 and he has currently flown ~20 hours of the 40 required before he can take passengers.

Vern estimates that the total cost for the project was somewhere around \$30,000. Not a bad price point for taking to the skies in an airplane you built yourself. Not bad at all. Congrats Vern. Happy flying.

## MEETING MINUTES June 5<sup>TH</sup>, 2007

The June 2007 Chapter meeting was called to order at 7:14pm by Chapter President Frank Nowak. There was a quorum present

David Peterson, David Mancini

President Frank Nowak leads the group in the Pledge of Allegiance.

Frank introduces Chapter V.P. Keith Salisbury as the guest speaker tonight.

Keith gives the group an in depth presentation on his search for the perfect airplane, as Keith put it, "to accommodate his needs." Keith talks about the AviPro Bearhawk's STOL impressive ability to accomplish 400ft takeoffs and 40mph landing speeds. We were all impressed with the 1100 to 1300 lb useful load as well. Quite a workhorse! After Keith's presentation, all members were able to get a "hands on" demonstration of "working the ribs". As one member put it "I thought lightening holes had something to do with thunder storms!! We all got an initial understanding of how much WORK is involved in working the metal...Thanks Keith...

Motion to accept May meeting notes are approved by a majority of yeas.

Treasurer Richard Picard reports on the Chapter income and balance ending for May 2007.

Y. E. Committee Chairman Al Schmidt reports on Y.E. preparations. Y.E. is only a few days away and Al looks for members to fill in slots needed for stations. After polling the group for planes and pilots, it looks like the stage is set....the only thing we have to worry about is... of course, weather.

Bill O'Neel is excited about the upcoming "Strawberry Fly In" which we have agreed to move to July 14<sup>th</sup>. Bill regretfully announces we will not have the antique tractors at our event, but is confident the event, with Jack Gordon's gracious help, will be another resounding success. Bill puts some pressure on the attending members to "volunteer" and is successful in gathering additional names to chip in!

Al Myette is on top of the RIANG Air Show event scheduled for June 23-24<sup>th</sup> and despite difficulty in communicating with the powers to be at the ANG, he is confident the space will be available for our booth.

Frank Nowak announces upcoming Chapter guest speakers thru November 2007.

Meeting adjourned at 9:21pm

Meeting notes prepared by Secretary Al Myette

**Share The Experience**

**Bring a Friend**

**to the**

**Next Meeting**





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### Your Officers

President: Frank Nowak  
 V.President: Keith Salisbury  
 Secretary: Al Myette  
 Treasurer: Richard Picard  
 Webmaster: Bill O'Neel

Young Eagles Chairperson:  
 Al Schmid  
 Membership Coordinator:  
 Frank Nowak

## The President's Corner

Frank Nowak

Whenever I'm hanging around at the airport or, munching that \$30 hamburger or, just talking airplanes, with a buddy, my thoughts almost always come to the same truth. I am the luckiest guy in the world! To be able to enjoy my avocation with others and participate in the great EAA family is one thing we can all be thankful for. To be able to travel to Air Venture is almost certainly the highlight of the year and I always feel very privileged to attend this premier event. Yet, some EAA members have talked about how commercial Oshkosh has become. Well, when you wander through the buildings this year, and see the major and not so major, vendors and manufacturers displaying their products, think of what you are experiencing. Where else in the world would you get to see, touch, and study all this neat stuff except at Oshkosh! Yes, there is a component of commercialism to Air Venture, but, keep in mind that, much of what you see and possibly, probably, purchase there is related to making us better and safer pilots. GPS, autopilots, communications gear, and engine monitoring equipment are some examples of products obviously related to safety. We should keep this in mind when we think about the enterprising vendors and perhaps focus more on pondering the makeup of that \$6 burger sold at the EAA sponsored food tents!

Keeping the EAA spirit strong and vital is what we must strive for. And remember, whether operating a certificated aircraft or piloting machines we have built, or restored, please, let's all be sure to be as safe as we can be while enjoying the freedoms we have to fly above the good green pastures and hills of this great country. Thanks, and FLY SAFE!

Frank

## OSA Hangar Sale

	<p>Cessna 140 Wings and Parts</p>	<p>Bill O'Neel        Richmond, RI</p>	<p>(401) 783-4388  <a href="mailto:aimbill@aol.com">aimbill@aol.com</a></p>
<p><b>2005 Gemini 2</b> W/APCO 500sq.ft chute. Rotax 582 water cooled engine- 65 hp. TaskEM EFI, Dual Flight Controls, strobe light, manual and electric start, 3.5 hours total flight time. Paid 15,950 asking 13,000</p> <hr/> <p><b>1998 Buckeye 503</b> air cooled w/500 sq. ft. Quantum chute, Chute has not been flown since inspection by a certified parachute rigger. Dual EGT and SHT gauges, VSI and Altimeter, strobe light, manual start, 35 hrs. TT        Paid 11,250 asking 6,500</p>		<p>Bob Tichy        IOWA</p>	<p>641-479-2588        641-751-6587</p>