



Dodge County Flier



VOLUME 15 NO. 11

DODGE COUNTY AIRPORT, JUNEAU, WI

November, 2008

MEETINGS

2nd SATURDAY of the MONTH, 9:00 a.m.
DODGE COUNTY AIRPORT

NEXT MEETING IS

Saturday, November 8, 2008
If the weather is warm we will meet
at our hangar, if not we will meet
at the KUNU terminal building.

Board Meetings:
Same day and place as the chapter meeting.
8:00 a.m. sharp

Everyone welcome

CHAPTER OFFICERS

President: Randy Clark (920) 387-2166
Vice President: Dennis Winkel (920) 485-4676
Secretary: Jeremy Wald (920) 485-4642
Treasurer: Glenn Ingram (920) 887-2507

BOARD OF DIRECTORS

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Ron Romans Chuck Dwyer

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Dale Wahl

FLY-OUT DIRECTOR

Dale Wahl

NEWSLETTER EDITOR

Ron Romans
ronromans@wi.rr.com

WEBSITE EDITOR

Brian Lerwick
Website: www.eaa897.org

PRESIDENT'S REPORT NOVEMBER 8, 2008

I want to extend an invitation to everyone in EAA chapter 897 to attend our November 08, 2008 meeting. If the weather is warm we will meet at our hangar, if not we will meet at the KUNU terminal building. Hope to see you all there and bring a friend. Also, Linda Ludtke will have about 10 Young Eagles to fly the day of the meeting, weather permitting.

The hangar electrical project is complete. Roger Vavra did an outstanding job and now we have light. We also had help from several members and, with Roger's direction, the job was completed in one weekend. Many thanks to the EAA 897 members who helped with this project.

I believe we had a very successful banquet last Sunday. The keynote speaker, Ron Twellman, was an unexpected movie star and had many interesting things to tell us about the EAA museum in Oshkosh. Thanks to everyone who brought items for the silent auction. Special thanks to Linda Ludtke for organizing the banquet event and auction.

Randy

UPCOMING EVENTS

Thursday, November 13

**EAA Chapter 252-New Zealand Sport Aviation
Sonex Aircraft, Oshkosh, WI**

6:30 p.m. - 8:30 p.m.

John Monnett, EAA Homebuilder Hall of Fame inductee, will discuss his trip to New Zealand to be the keynote speaker at the Sport Avex-SAA-NZ National Fly In at Tauranga, NZ.

Contact: Charlie Becker

Phone: 920-426-6530,

Monday, December 8 Christmas in the Air

EAA AirVenture Museum, Oshkosh, WI

2:30:00 p.m. - 8:00 p.m.

For more than 20 years, EAA's annual open house has featured local musical groups, refreshments and a visit from Santa. Now featuring the "Just Plane Chocolate" tasting competition. <http://airventuremuseum.org>

**Wednesday, December 10 EAA Chapter 60 Christmas
Dinner and Awards Ceremony**

DiGiovanni's Restaurant, Roscoe, IL

6:30 p.m. - 8:30 p.m.

Buffet style holiday dinner with cash bar mixer beforehand, followed by a short program and Chapter awards presentation. Tickets are \$25 each person and may be purchased any time up to and including the evening of the dinner. RSVP by December 3rd to kenbrooks@charter.net. Need not be a chapter member to attend.

<http://web.mac.com/chapter60/ea>

**Wednesday, December 17 Wright Brothers Memorial
Banquet, featuring Former Astronaut Frank Borman.
EAA AirVenture Museum, Oshkosh, WI**

EAA's annual commemoration of Orville and Wilbur Wright's first successful powered flight. EAA's Wright Brothers Memorial Banquet begins with a reception at 6 p.m., dinner at 7 p.m., followed by Borman's keynote address. Cost to attend is \$35 for EAA members and \$40 for non-members. You can make your reservation online at <https://secure.eaa.org/museum/dec17banquet.asp> or by calling 920-426-6880.

<http://www.airventuremuseum.org>



YOUNG EAGLES

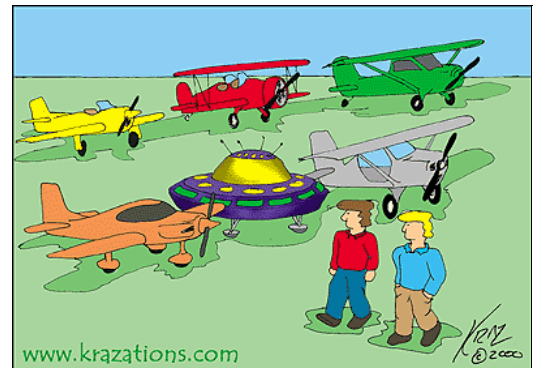
Contact:

Glenn Ingram (920) 887-2507

Linda Ludtke (920) 885 2480

Dodge Co. Airport (920) 386-2402

Linda Ludtke has a group of about ten Young Eagles scheduled for this Saturday. If you can fly Young Eagles, come to the chapter meeting Saturday.



Seen at AirVenture

WEB SITES YOU WANT TO SEE

Composite Fairings Made Easy

<http://www.eaa.org/video/homebuilders.html?videoId=1881622714>

Garmin 696 Portable GPS Demo

http://www.avweb.com/avwebflash/exclusivevids/AOPAExpo2008_ExclusiveVideo_Garmin696_GPS_199109-1.html

EAA Chapter 897 Meeting
October 11, 2008

President, Randy Clark, brought the October 11, 2008 meeting to order at 9:07 a.m.

Secretary Jeremy Wald read the minutes from the September meeting. Dennis Winkel made a motion to approve the September minutes. Ron Romans seconded the motion. The motion passed.

Treasurer's Report: Glenn Ingram read the treasurer's report. There were no deposits for the month of September. The balance remained the same as the previous month.

Tim Hoversten made a motion to accept the treasurer's report. Jeff Schmidt seconded the motion. The motion passed.

Hangar Report: Randy Clark announced that after the meeting, members will be working with Roger Vavra on the electrical installation in the hangar. Glenn Ingram clarified that he wasn't necessarily opposed to the keyless entry system. He just thought we should consider what long term peripheral support might be needed with this type of system. Cleo Kahlhamer suggested that a keypad system might be a good fit for the chapter. He said it doesn't require a computer system to operate it. He also stated that it is inexpensive. Mike Digman thought that he could acquire a composting toilet from a neighbor for \$50 to \$100 if the chapter would be interested for the hangar. Glenn Ingram made a motion to pass up the offer on the toilet. Mike Adams seconded the motion. The motion passed.

General Announcements: Linda Ludtke announced that the banquet is the first Sunday in November. Cocktails start at 3:30 p.m.

Young Eagles: Linda Ludtke said that the pilots flew 24 kids for the Cub Scout flights on September 22nd. She suggested that the chapter could use more ground crew support for these events. Randy Clark suggested that we contact the group leaders ahead of time to let them know what the kids need to do in order to prevent problems or injuries.

Builder and Activity Report: Dale Wahl flew with a small group to Dayton, Ohio on Saturday, October 4. They went to the aviation museum. He said that it was a beautiful trip. Some of the highlights were seeing Air Force One and an XB-70 Valkyire. Ron Romans painted his Daphne wings.

Ron Romans made a motion to adjourn. Kip Elliot seconded the motion. Motion passed.

Respectfully submitted,

Jeremy Wald
Secretary

ANOTHER SUCCESSFUL CHAPTER BANQUET



Dinner is served. After which, Ron Twellman, AirVenture Museum's Collections manager, told how he worked his way to the position that he holds today. Ron showed a slide program showing things EAA has stored and all the things donated to EAA. Many times EAA has too many things and sells them on Ebay. Anybody can buy them. Ron says,

“Junk is Stuff we throw away, Stuff is Junk we keep”

ON MONDAY, NOVEMBER 3RD ROGER VAVRA WAS SEEN TAXIING HIS NEWLY COMPLETED ZODIAC 601XL.

Roger reports that the Lycoming engine runs great with the electronic ignition. The next step is to put some daylight between the wheels and the runway.



Just a little more power and everything changes.



Do I detect a smile?

Photos by Dennis Winkel

FROM THE NEWSLETTER OF MUROC EAA CHAPTER 1000
EDWARDS AFB, CA.
Russ Erb Editor

Notes From The Workbench

Let's talk about lubricants. No, I don't mean engine oil; everybody has their own idea about what kind of oil is best for their engine. I want to give you my thoughts on the bewildering array of oils, greases, and other magic goo that line the shelves at any auto/airplane parts house....

LPS 1: a very thin oil, comes in a spray can. Handy for light lubrication. It's main claim to fame is that it dries, and therefore doesn't collect dust. Commonly used on exposed joints such as piano hinges. I don't use it much; my thinking is if it dries, it's not doing much lubricating. Some people use it as a penetrating oil.

LPS 2: same as LPS 1, just a bit thicker. I use it if I need a very light oil applied in a very difficult spot.

LPS 3: you would think this is just a heavier version of LPS 2, but it's not. It doesn't say "lubricant" anywhere on the can. This is strictly a corrosion preventative. It sprays on as a light oil.

The carrier solvent evaporates, leaving behind a thin, waxy barrier. Stays sticky and waxy for quite a long time. I don't use it much.

LPS LST: (stands for Low Surface Tension) comes in a spray can, and is a superb penetrating oil. I use this a lot; spray it on darn-near everything before I take it apart. Really good stuff.

LPS Magnum: spray can, comes out as a very light, foamy oil that soaks in, then becomes a light grease as the solvent carrier evaporates. Smells nice, too. I use this a lot, probably my favorite spray lube.

Champion Spark Plug Anti-Seize: Awful stuff. Comes in a little bottle with a built-in fingernail polish brush. Expensive, messy, hard to control, and it doesn't work all that well. Since it's a thin liquid, if you tip the bottle over, you now have a big mess to clean up. I don't own any of it, and would throw away any that was given to me.

Permatex Anti-Seize Lubricant #133:

A nickelbased compound, good up to 1200 degrees. Comes in a small tube or 8 ounce plastic bottle with a built-in brush that's big enough to get some work done. Absolutely, hands-down the best anti-seize available. I've been using this stuff for 35 years, and I've never had a frozen or rusty bolt, no matter how severe the environment. I've put car exhaust systems together with this stuff, and 10 years later the bolts simply unscrew, and look so good I could re-use them. Slather this stuff on your exhaust gaskets before assembly; the thin grease-like compound will seal those tiny leaks, prevent rust, and let you take the exhaust apart years later without any damage or struggling. Spread it on your exhaust pipe slip-joints before assembly, and the joints will actually slip as they're supposed to. Spread a THIN coat on your spark plug threads and they will never seize. The only downside... this stuff never dries, and I mean *never*. It will transfer from one surface to another like you won't believe. You have to make sure that none of it gets on your clothes or skin. Here's what I mean: you get some on your hand, wipe it off on a shop rag, then stick the rag in your back-pocket. Later you throw the rag on the work bench, walk into the house, throw the pants on the floor, walk across the pants and

next your wife is asking "What's that silver stuff on the sheets?" I kid you not. Before I figured out what was happening, I've found this stuff on the *dog*.

Oh, after many years of use, the built-in brush in the plastic bottle will eventually break off. Just use one of those cheap, half-inch wide brushes with the metal handle, commonly called acid brushes. Keep it in a plastic bag between uses to keep from spreading the stuff everywhere across your shop. Obviously, I like this stuff a lot. Available at any auto parts store, Wal-mart, or industrial supply house (McMaster-Carr.)

WD-40: Folks, this is *not* oil. It's basically kerosene. It doesn't lubricate, it doesn't penetrate, and it doesn't prevent rust for longer than about 12 hours. There is no place on your airplane where you should use this stuff. However, it does have one redeeming value... it's a great cutting oil for aluminum. If you are drilling deep holes in a block of aluminum, or milling aluminum in your vertical mill (you should be so lucky...) a spray of WD-40 will prevent the usual galling and tearing found when drilling aluminum dry. It will also keep the cutter/drill bit clean and sharp.

Standard Aviation Engine Oil (when used as a general lubricant): Awful stuff, terrible. It dries to a gummy mess and holds dirt like it was superglue. Causes global warming, premature balding and male ED. If I catch you using this anywhere on your plane (besides in the engine) I'll rip up your license.

Castrol Syntec 20W-50: a fully synthetic car oil, fantastic stuff. Lubricates really well, doesn't dry out, and for some reason it just doesn't seem to attract and hold dirt like aviation oil. Buy a high-quality, trigger-pump oil can, and use this on hinges, rod ends,

pivots or any other moving bit you see. About \$5/quart, and one quart will last forever.

* **Marvel Mystery Oil:** The only mystery is why anyone continues to buy this stuff. A mixture of thin oil, solvents, red dye and some perfume. Pure snake oil.

Sil-Glyde: a thick silicone grease, comes in a small tube. Clear, odorless and non-staining. Does not attack rubber or rubber compounds. I mostly use this on O-rings, or someplace where a passenger might rub against it (like a door lock.) I used to buy this great stuff at any auto parts store, but in the last year or so, I haven't been able to find it anywhere. If you find some, buy me 2 tubes.

See you at the airport,
- **Bill Irvine**

* **Editors note:**

The Marvel Mystery snake oil sold in California must be another formula than that which is sold in Wisconsin. I was sold on it when I was driving home from Detroit MI some years ago. On that trip near Michigan City, my front wheel bearing race spun on the axle when the bearing balls disintegrated. I was in the middle of nowhere and without a cell phone. In the trunk I had my tools, a pair of cheap leather gloves, and a can of Marvel Mystery Oil. I pulled the wheel off and cleaned out the destroyed bearing. Next I soaked one of the leather gloves in Marvel Mystery Oil and drove it into where the bearing used to be. The rest of the 175 mile trip home was uneventful. The car? A 4000 lb. Chrysler Cordoba.

All I can say is "Boy those snakes make some slippery oil.

See you at our airport (UNU)

Ron Romans