



COME ONE COME ALL TO OUR 2012 CHRISTMAS DINNER

WHEN: SATURDAY DECEMBER 15

WHERE: BERNARDI'S ITALIAN RESTAURANT
North (Knoxville @ Lake of the Woods)

TIME: COCKTAILS 6:30 DINNER 7:00

MENU: FAMILY STYLE CHICKEN WHICH INCLUDES A
HOST OF OTHER GOODIES SUCH AS ROAST BEEF, GREEN
BEANS, BAKED POTATO, SALAD, PASTA (SPAGHETTI,
TORTELLINI) COFFEE AND TEA.

COST: \$20.00 PER PERSON (Includes tip)

COCKTAILS SOLD SEPARATELY

WE ARE LOOKING FORWARD TO SEEING ALL OF
YOU THERE

EAA Chapter 563 Directors Meeting November 15th, 2012

President Sam Sisk call the meeting to order at 7:05

Those in attendance were Don Wolcott, Morrie Caudill, Al Phipps, Sam Sisk and Greg Lepine and Jerry Pilon.

Minutes from last board meeting (September) were read and approved.

Al Phipps presented the treasurers report and after discussion as to how the Chapter is doing compared to the budget was approved as presented.

A discussion about a new budget for 2013 included the need to form a budget committee to put forth a proposal for 2013. The committee is to be made up of Al Phipps, Sam Sisk, Rob Meyer and Jerry Pilon. After a proposal is generated a special meeting will be called to review, discuss and approve.

New Business:

Ron Wright has made a request to rent some space in the hanger to hang the wings and get ready for an FAA inspection on the Pasmany on Dec 6th. This request was approved because the board felt that this is the kind of activity the Chapter should be encouraging.

There was discussion as to the progress on the new Chapter web site, what kind of content and what kind of access chapter members will have to the site. The board members agreed it would be nice if there could be a members only section on the site. Jerry is going to talk to NTCO about our website they will be hosting and how to proceed in the design. The subject of selling advertising space on the web site for purposes of providing money for ongoing expenses of the site and the newsletter was brought up and will be pursued as needed.

The Christmas party has been scheduled for Dec 15th at Bernardi's North. Al Phipps wife will do her usual good job of finding table decorations for the Christmas party. The board agreed to reimburse her for the cost of these items.

Respectfully Submitted by your Secretary
Donald Wolcott

Project Pictures



Ron Wright's Tiger Cub

BRIEF HISTORY... on the Tiger Cub.....and the acquisition of THIS one :

The Tiger Cub is available as either a : plans-built ; kit-built ;... or semi-completed [by the Tiger Cub folks] unit. Please see.... www.tigercubaviation.com.

The Tiger Cub , Greg L. and I ' finished ' ... was a partially Kit- built project....at about the 45% ' built ' phase.

We drove to a location near Ft. Worth , Texas..... to ' swap ' a ZING Parasol ultralight... I had refurbished / worked on over a 2 year period.....for the Tiger Cub. Reason for ' swap ' : I was TOO HEAVY..... for the small engine... in the ZING..... to get me SAFELY.... flying... into the air !!!!

And... the Tiger Cub did NOT have an engine.....BUT..... I had a larger engine... that would fit it.... in my ' inventory ' of airplane parts and pieces!!!!!!!!!!!! THAT engine was TOO BIG... for the ZING.....

We started working on the T-C ... early 2011.....while still working on the UL-14.... [which was being worked on... in the Chapter Hanger] . After.... removing EVERYTHING.... from the Tiger Cub.... and... inspecting it... from the inside-out.....we made the necessary... ' corrections / improvements '...on ALL it's previously built components.....then proceeded to fabricate the rest of the required components.

Experience tells me that it is EASIER / FASTERto build a " NEW "... project.....than to refurbish / restore / re-construct / rebuild.....a partially completed project.... that someone else has started.... BUT..... not nearly as interesting or educational.

Sometimes..... it's.... amazing / frightening ... what... ' other ' builders.... think is... SAFE ...as they are building their original project !!!!

We started the fabrication process... with the fuselage / landing gear / tail-feathers . Next came the wings / ailerons / lift-struts ; then the cockpit interior / instrument panel / windshield / door / control linkages ; then the ' firewall-forward ' area ; then the FITTING... of everything... together.... for a final-adjustment ; then the FUN PART..... fabric covering and painting.

The above ' work ' took both of us.....working [almost daily.. from 0800 to 1500 hours] for about 9 months... to... COMPLETE ... that project.

It is NOW....stored in my hangar.....until I can begin the ' flight-evaluation ' process.... on it.... .mid next year [2013].

In the mean time.... Greg and I were also working on the PAZMANY ... which..... currently.... is *almost* completed ; hope to have it ' ready-for-inspection '.... by the end of November 2012 !!!!!!!

And... of course... Greg has begun to ' inventory ' ... what we will need to begin working on his WS 202 project... over this coming Winter season....

Are we having any FUN.... YET..... YOU BETCHA !!!!!!!!!!!!!

Ron and Greg

OneX 107

OneX 107 is alive and well in my garage. You are all welcome to come and visit when I am working in the garage. Coffee and beer is readily available and you are welcome to kibitz and offer suggestions. They may not be heeded but feel free to comment.

I started with the tail feathers and they went really well. It was so easy that I wondered if I had made mistakes. You see, I don't read every thing on the blue prints. I just forge ahead. Part of the problem is I still call them blue prints. I can remember "blue prints" at Caterpillar that had three digits for a part number.

Then onto the tail cone. The big parts go so fast and it looks like you are making real progress and then you run into one of those things where you work two hours to get two bolts in. There are a few problems with the prints, you must remember, even though this is number 107 there are still changes being made to the drawings. The tail cone went just like expected. The parts are all predrilled to the small cleco size and you can assemble everything really fast. With the predrilled holes, everything is square and in place, and it's almost impossible to make it out of square. No fixtures are required to build any part of the plane. A flat table is all that is necessary.

The next major assembly is the cockpit tub. This is assembled separate from the tail cone and added after it is completed. Marrying the two together is not easy. Some of the predrilled holes do not line up with the connecting brackets and you have to improvise a little.

Once the two are together it begins to look like an airplane. Can't wait to sit in it and make motor noises. Now comes a couple of major decisions. Do I put the glare shield on next or do I put the controls in first. Of course I chose the wrong thing. You see the fuel tank goes in front of the pilot, behind the instrument panel, and the glare shield has to be in place before the fuel tank goes in. But, the rudder pedals are under there and there is the problem.

Actually, after the fuselage was assembled I put the main spar in. This airplane has a folding wing and the main, and rear, spars are short and only extend about two feet outside the fuselage. The spars are necessary to complete the cockpit and install the seat (got to get in this thing) and the landing gear and controls.

I think there is a better sequence of assembly but I haven't found it. Do you realize how difficult it is to put a nut and washer on a bolt that you can only see in a mirror, when you are holding the nut and washer in a long needle nosed pliers, and extending your arm two inches longer that it ever was. The designer never put one of these together.

Anyway, I got the fuel tank in and worked a couple of days on the rudder pedals and stick. Still have a problem with the aileron push rods. I can't adjust the rod ends to the dimension on the drawing. The push rods are too long. The company is working on it.

I must say, there is a nice support group on email, consisting of previous builders, most not yet completed. Of course the "tech" contact at Sonex is the last word on all problems. Builders in the serial numbers 40 to 60 are still working. It's obvious that some of them are building "show" planes. There are builders and there are flyers. I think some of them would be happy to never get done and have to fly what they put together.

One of the things you have to contend with is Sonex doesn't supply any hardware. You have to order a hardware kit from one of the aircraft suppliers. The kit I have seems to be lacking in some of the bolts. I have to fall back on my friends, that have completed a home built, to raid their supply of extra bolts.

I'm currently working on installing the vertical and horizontal stabilizers.

Oh, I forgot to tell you that I installed the landing gear, bolted it to the bottom of the fuselage, and installed the wheels and tires. I think I have a problem with a toed out right wheel. The gear is 1/2 inch aluminum spring gear and if I have to bend the gear leg to cancel the toe out, it'll be a major accomplishment.

You know, it isn't every day that you hear about an 81 year old man building a single seat airplane. I'm an optimist. I look forward to tomorrow and the problems it will bring and I really am having a good time solving them. I hope I get to finish this project and fly it. If I don't, for what ever reason, the experience has been great and I have inspired at least one other friend to do the same thing.

Till next time. Keep looking up.



 D E C E M B E R 						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
						1 First Breakfast
2	3	4	5	6 Regular Meeting	7 <small>Pearl Harbor Remembrance Day</small>	8 <small>Christmas begins at Sunrise</small>
9	10	11	12	13 Directors Meeting	14	15 Christmas Dinner
16	17	18	19	20	21 <small>Fly Day of Wings</small>	22
23	24 <small>Christmas Eve</small>	25 <small>Christmas Day</small>	26 <small>Boxcar Day</small>	27	28	29
30 <small>New Years Eve</small>	31					

The Regular Chapter 563 meetings will be held at the Chapter Hangar at 7:00pm on the second Thursday of each month.

All Chapter 563 breakfasts will be held at the Chapter Hangar from 8:00 am to 10:00 am on the first and third Saturday mornings.

The Chapter 563 Directors meetings will be held at the Chapter Hangar on the third Thursday of each month at 7:00pm.