



The Port Report

You were alerted to the meeting of the General Wayne Downing International Airport board of directors meeting that was to be held at Mt. Hawley this morning, the 30th of April. The meeting did take place and I had a report from two of our members that attended the meeting.

The meeting was basically a budget meeting where no formal action took place. The budget does not contain a raise in the hangar rent.

The board of directors plan on having more board meetings at Mt. Hawley in the future.

Flash

The baptism of a new/old airplane is always news. We did report several months ago that the Pazmany did break ground on a fast taxi and flew a few hundred feet. Today the Paz left the bounds of earth and flew in the airport pattern for a reported 22 minutes. Some times these things are planned, and some times they aren't. Never the less, the Paz has flown. Really.

Ron Wright and Greg Le Pine have been working on the complete restoration of this historic airplane for a year.

The aircraft we are talking about is the original, number one, prototype, of the rest of the Pazmany's produced after this one. A great discovery by Ron, purchased from the widow of the man who designed and built the number one Paz.



EAA Chapter 563
April 11th, 2013 Chapter Meeting Minutes

President Sam Sisk called the meeting to order at 7:00

Secretary Report: Approved by voice vote as presented

Membership Chairman Morrie Caudill stated that there were now 50 members. Morrie also read a nice letter from Jean McCallister that she sent with her dues.

Old Business: Bob Young stated that the standing rule and by laws books were now complete and available to anyone that wants one.

New Business:

Ron Wright stated that he wanted to discuss the Chapter financial audit requirements and what we should do about it. This was deferred to the next board meeting for discussion.

Property and Safety committee chair Greg LePine Showed the new first aid kit to be put up in the hangar. Greg also handed out some chapter business cards he had made for free at Vista Print.

Sam Sisk stated that he would like to have a Chapter cookout that might be set for May 10th and will be discussed further at the next board meeting.

With no further business to conduct the business meeting was adjourned.

Our speaker for the evening was Rob Meyer. After he recently retired he decided to get his Airframe and Power Plant certification by attending Lincoln Land Community College in Springfield. One of the Explorers that went on the field trip to the college decided that he wanted to enroll in this program of study after he graduates from high school this year. Rob discussed what the course of study entails. He indicated that this is extensive program including work on turbine engines. This is a Part 17 school and a FAA designed program. There are four days of classroom per week and it last for 16 months.

Respectfully submitted:
Your Secretary Donald Wolcott

MINUTES OF EAA 563 BOARD MEETING
April 18th, 2013 at the Chapter Hanger

Meeting called to order by President Sam Sisk at 7:00 pm

Those in attendance were Sam Sisk, Rob Meyer Morrie Caudil, Jerry Pilon, Jeff Meyer, Greg LePine, Bob Young and Don Wolcott plus three chapter members.

Secretary report: The March Board Meeting minutes approved as read by voice vote.

Treasurer's report: Al Phipps provided the treasurer's report

Membership Committee: Nothing to report
Publications: Morrie stated that the deadline for submitting something for inclusion in the newsletter is one week before the first breakfast of the month. Jerry wants to rework the website to make it more professional looking. There was some discussion as to what might be included on the website including links to other sites.

Program Chairman Jeff Meyer stated that the speaker for the next Chapter meeting will be talking about aviation photography.

Bob Young said the Chapter Hangar party and cook out will be May 10th.

Property and Safety Chair Greg LePine said he was going to hang the first aid kit up in the hangar. Youth Outreach Rob Meyer stated that 9 Explorers and 5 adults went to Lincoln Land College field trip in Springfield. There will be Young Eagle flight for some Explorers on May 4th or 18th. 9 Explorers have indicated that they would like to attend Explorer Program at Oshkosh during air venture. There will also be 5 adults attending The cost for this event is \$100 per person plus travel expenses. Rob indicated we may need to subsidize this cost at the rate of about \$50. Still need an adult female to Chaperone. Rob wants to have a test camp out on July 6th to prepare for the trip.

Old Business: Wheels and Wings event at Pe-kin. Rob has talked to Bill Baker about providing Young Eagle flights.

New Business:

A motion was made to have a financial audit at the end of the year with 3 chapter members that are not officers or board members. Seconded and passed by voice vote.

Greg LePine made a motion to provide complimentary memberships to those members over 65, 70 or

75 years of age. He also stated that those that don't pay dues cannot serve as an officer or board member. After discussion it was discovered that the motive was to eliminate most current older members from being able to serve on any of these positions. He withdrew his motion.

Member Ron Wright want the Chapter to establish a method to get a name on the waiting list of people who would like to hangar their plane in the Chapter hangar.

Meeting adjourned at 8:34

Respectfully submitted:
Your Secretary Donald Wolcott

Speaker

The Guest Speaker at the May 9th Membership Meeting will be Gene Olson, Director of the Peoria International Airport.

Gene will fill us in on the work scheduled to be done on the blacktop and other things important to the future of 3MY.

Aviation Explorer Post 563 April Events

Our Explorers and adult leaders travelled to the Abraham Lincoln Airport in Springfield, Illinois on Saturday April 6. We visited the Aviation Maintenance Training program at Lincoln Land Community College and the Air Combat Museum. The AMT program at Lincoln Land is very cost effective and can lead to a rewarding career.

One of our Explorers intends to apply for admission to the program to start in the Fall of 2013. The Air Combat Museum holds the private collection of Michael George. This includes flying examples of a F4U Corsair, a P51 Mustang, a PT22 Recruit, and Extra 300 and other interesting aircraft. Attached are some pictures:

From the editor: My grandson is a member of this group and I get to see the virtual results of the experience these young people are getting. His interest in aviation, and beyond that, to engineering, will carry through to collage.



OneX 107

I ended last month with the start of polishing the left side. I did finish that side and it looks pretty good. I didn't get it down to a mirror finish, I'll leave that for the next time. It's clean and shiny and that's all for now.

This article will be mostly about assembling the Aerovee engine. My back ordered parts did arrive and I was able to start with the case assembly. I had painted the case flat black and decided I didn't like it so I repainted the case red.

You start by coating everything with white lithium grease. The main bearings and the cam bearings are placed in both halves of the case. The crank shaft assembly, the connecting rods were assembled and torqued, is set in one side and the cam is set in with the cam gear aligned with the crank shaft gear, so the cam timing is correct. The cam followers are greased and inserted in the opposite side. The flange of the case is painted with Permatex gasket cement and the two case halves are bolted together. At this time the crank was free and rotated O.K.

I set the assembled case on saw horses and added the cylinders and head on one side, like the picture. With the cylinder and piston connected to the rod the rod has to go through a set rotation. And when it did I had a contact in the case which I found to be one of the rod bolts contacted the edge of the center cam bearing. This required that I take the cylinders off and take the case apart so I could see the contact point and with a little grinding on the corner of the rod bolt head the problem was eliminated. Sonex said the this was not unusual but it hadn't happened in a long time. Clearances are very tight in there and the assembly instructions say to watch for a contact with raised numbers on the cam shaft.

One more time, put it all back together and add the cylinders again. This time there was no problem. There are several covers to add as well as the oil pump on the front side.

The biggest problem I was faced with was when I was to assemble the flywheel on the back end of the crank shaft. The flywheel goes over eight locating dowel pins with a large nut in the center that has to be torqued to 227 ft. pds. Where in the world are you going to find a torque wrench that large. Before you put the flywheel on permanently, you put it on and measure the gap between the crank shaft rear flange and the thrust bearing face on the rear bearing. This area is shimmed to limit the crank clearance, fore and aft, to .003 to .006.

I mentioned the high torque limit on the flywheel at a EAA Chapter meeting and out Secretary, Don Wolcott said he thought he had a wrench that big. And he did, and I borrowed it and put the flywheel on tight.

I had put two large eye bolts in the ceiling joists in the garage over the area where I was working on the engine. Using two nylon tie down straps, I hung the engine from the ceiling and was able to ratchet it up to a good working level. There is a hole in the case flange near the back for one hook and a couple of loops of rope around the prop hub for the other hook. It worked great.



Once the rear accessory plate was added, along with the magnetron ignition system, the engine was ready to hang on the airframe. Up till now the airframe was tail heavy and had to be propped up under the tail. I wheeled the airframe up to the hoisted engine and slid it on to the engine mount. It's looking more like an airplane all the time.

Keep looking up.





www.fly563.com
 Annual dues: \$450

MAY 2013
 REAL ESTATE

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
28	29	30	1	2	3	4 First Breakfast
5	6	7	8	9 Regular Meeting	10	11
12	13	14	15	16 Directors Meeting	17	18 Second Breakfast
19	20	21	22	23	24	25
26	27	28	29	30	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.