



April 2017

Volume 15 Issue 4



Flying Pilgrims Aero News

Next Meeting: May 17th 2017 at 7:00pm

Location – Canton-Plymouth-Mettetal Airport

EAA Chapter 113

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President Bill Slabey opened the meeting at 7 pm with 24 people present.

Discussions

Old Business

Field operations and lawn care:

President Bill Slabey reported that all the paper work with Ford motor are up to date and our land use lease for this year is signed and approved. All AMA insurances are in place so were good to go for the year.

Lawn care service is to start at the end of April. Bill asked them to mow the grass short and to pick the best time that it can be done. More than likely, this will have to be done later in the day. This will give the grass time to dry.

Entrance Road Repair:

Jack Kezelian and Glen Rex are taking the lead on this. Jack reported the Glen had gotten some prices on asphalt filler. They are looking to purchase around 30 – 40 yards which works out to be about 50 tons – asphalt. The approximate price on 50t is \$500. It was also reported that Glen was in contact with our farming neighbor to the north, who happens to have a giant frontend loader and roller. I'V never met a farming guy that wasn't good people and it just might be possible they may allow us the use of that equipment.

Club Fun Fly's:

The Jack Swint Memorial fun fly as proposed last month, is tentatively to be held in or on July 23rd.

So, after much to do, we have the schedule for the club's Fun Fly's and they are as follows:

June 11th Hosted by: Glenn McInstosh, Joe Nazelli, Don Kohlemaine
July 23rd Hosted by: Glenn McInstosh, Joe Nazelli, Don Kohlemaine
August 20th Corn Roasting by: Glenn McInstosh, Joe Nazelli, Don Kohlemaine
September 16th & 17th Is fall Phase out, Contest Director: Jack Kezelian

New Business

Club Officers on Dues & Late Fees:

Annual dues are \$75 and now that it's after March 1st an additional \$20 late fee is in effect, no exceptions. Feel free to contact Bill, Joe or me Dan if you have any questions.

FIELD SAFTY starts with you!

Follow the "SEE AND AVOID" GUIDANCE set forth by the AMA.

Call out warnings of approaching full size aircraft.

Fly at a safe low altitude relative to oncoming full size aircraft.

Because of our location relative to Willow Run Airport, we have a **400 Ft.** height restriction.

Commercial test development of UAV's is prohibited at the field.

Dan D (Sec)

If you have any items you would like to sell and list in the newsletter, feel free to email me pictures. I will be happy to list them. Anything worth mentioning for the Fun Stuff section, ongoing projects etc. are welcome as well. secretary@flyingpilgrims.com

If you're interested in getting more information or joining the club. Please feel free to contact me by phone at 734-482-8258; See us at the field or attend our monthly meeting held at Mettetal Airport. The address is **8550 Lilley Rd, Canton, MI 48187.**

Note: A high resolution copy of the **newsletter and pictures** can be viewed or downloaded via the **Microsoft OneDrive** secure link provided at top of letter. All links referred to in this letter are listed at the top and should be active depending on your browser settings.

Flying Pilgrims Club Officers for 2017

President: –	Bill Slabey		
Vice President: –	Joe McCarthy	<i>Trustees:</i>	Steve Cecale
Secretary: –	Daniel Debens		Don Kolehmainen
Treasurer: –	Jordan Hall		Joe Nazelli
Safety Officer: –	Glenn McIntosh	<i>Chief Flight Instructor:</i>	Ed Hernandez
Lead Instructor: –	Ed. Hernandez	<i>Sub Instructor:</i>	
Webmaster: –	Carl Cornell		

Miscellaneous & Fun Stuff

Show and Tell:

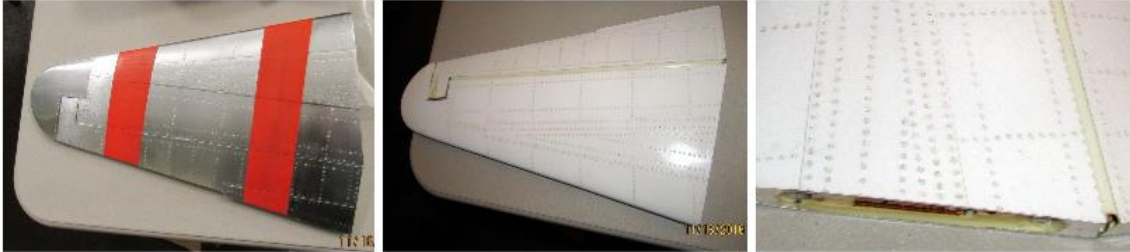
Neil Griffin Brought in his winter build. A beautifully done Kreider-Reisner KR-34. Neil reversed engineered from photos his own unique scale print plans. Neil's plane is completely scratch built using balsa wood found in the bulk area of most hobby shops. The frame construction was covered with Cover Lite fabric and painted with traditional Butyrate dope. Weight - less battery is 2 pounds. Model is electric powered by an E-Flite 480 electric motor.

(From Wikipedia) The Kreider-Reisner Challenger (later the Fairchild KR series) was an American utility biplane aircraft designed and produced by the Kreider-Reisner Aircraft Company, which was later taken over by the Fairchild Aircraft Company in 1929. Fairchild Aircraft Company continued the production of the C-4 as the Fairchild KR-34 and the C-6 as the Fairchild KR-21. Although not built by Fairchild the C-2 was re-designated the Fairchild KR-31.



Next up the T33!:

In the November 2016 issue of F.P. Aero News, Jordan Hall brought in a sneak peek at a new jet project.



And here is the completed project, we are all very proud to see such a complex design turn out so well from one of our members. Jordan completed the project in time for the Weak Signals R/C Model Exposition Show. Jordan took 1st place in Best In Show - Jet Aircraft and 2nd in the overall Jet category.

Jordan bought the bare fiberglass shell from China and reinforced it with epoxy and carbine fiber mating. As you can see above, one of the outstanding details added were the 33 thousand rivets (33000!) , which were hand punched using a metal tube. Propulsion is provided by a Jet Cat 180 turbine engine, producing 42 pounds of thrust. I can't even begin to list all the electronic gizmos and redundant control systems incorporated in this build. A full gallery of pictures can be viewed in hi resolution viva OneDrive link at the top of this emailing.

Jordan Hall's Lockheed T-33.



