

October - November 2016 EAA Chapter 800 - HAWK – Aviation news

THERE IS MORE EXCITEMENT AT 10CO (THE MACK MESA AIRPORT)
THEN THERE WAS DURING THE NOVEMBER ELECTION?

EAA Chapter 800 and HAWK held a young eagle's flight day October 1st 2016 23 kids got their first introduction into the world of flight. Thank you Alfred Gabeli (Cessna 172) and Randy Owen (Zenith 701) for donating your time and your airplane to make the day a success. HAWK also contributed by having Don Coleman fly the Dakota Hawk, Sterling Hurst and Pat Wheling took turns flying young eagles in the Cherokee. Rich Bishop did his usual exceptional job on upholstering the jump seats for the Cherokee and this allowed it to be used with more than one young eagle at a time. The Smaller number of kids allowed the kids to get extended rides and also get one on one time with the pilots. EAA Chapter 800 and HAWK purposely kept the young eagle flights directed to kids interested in Aviation.



After the flights the kids were introduced to the HAWK build hanger. The following Saturday October 7th build showed how the flights affected the kids. The build hanger was so full of new young eagles that the older HAWK kids had to instruct the new kids. Thanks Shey, Michelle, Tammy, Braden, Anthony, Jake, and the rest of the regular HAWK build group for taking on the task of mentoring the new kids. Ryan one of the new young eagles who is 12 put together one of the best tool box's to date and he did it in only 2 Saturdays. HAWK is going to have to explore options as to how to handle all the kids interested in getting close to aviation. Also the HAWK build hanger is becoming way too small as the HAWK group grows. With this in mind Ladd, the Airport manager, has allowed HAWK to move the Dakota Hawk and our storage into the same larger hangars as the build hanger with roll up doors and lights for a very small increase in hangar rent. With this move I can move my M20J Mooney with its long wings into the larger hanger and turn more of the heated build hanger into learning and build space for the kids. Thanks Ladd!

Once the group figured out that we could move out of the old hanger to the new hanger the move was instant. Seems everyone disliked having to travel across the airport to get stuff out of cold storage. Gone are the days of towing build projects across the airport each Saturday in rain or snow. Life is good!

HAWK only works on donated Time (A big item), Money, and Things to sell. HAWK actively solicits tax free donations (we are a 501c3) to generate operating revenue. As more people figure out HAWK'S mission and see the kids working and learning the funds have continued to come in supporting our program. Without donations we could not afford to pay airplane insurance of \$4000.00 a year, hangar rent, Hanger heat, Kids to Oshkosh (13 kids this year our first trip), and all the other things to keep the kids interested. The kids get to keep the tool box's they build and the material is not cheap when we have nearly 20 box's under construction. So far we have had 4 boxes completed. The end of this year is coming so feel free to donate to HAWK rather than let our Government blow it.

EAA chapter 800 has also seen growth as members both new and old have become involved in HAWK builds. EAA 800 is becoming younger - in other words the grey hair at the meetings is slowly darkening. Hopefully this trend will continue and even pick up speed. EAA chapter 800 and HAWK are connected thru projects such as young eagles and builds even though they are legally on paper separated because of the flying airplanes. HAWK is a kids education program dedicated to teaching kids aviation. This Mission was presented to the IRS so we could obtain our 501c3 status and the HAWK board is dedicated to fulfilling this mission.

The Cherokee

The Cherokee will be moved into the build hanger for Annual and Prep for painting this winter since the Mooney will now fit the new hanger. **Weststar** has agreed to work with **HAWK** to teach the kids how to strip and paint the Cherokee under their paint crew volunteer supervision. This spring while the weather is not good is when the Cherokee is scheduled for the makeover. HAWK has to do its part of preparing the Cherokee for paint. **Anni Brogan** the president of **Micro Aerodynamics Inc.** has agreed to Donate a full set of Micro VG's to the Cherokee project. And once the alodine primer is on they can be installed and painted when the airplane is painted. **HAWK** has a cracked wing skin to replace and this will ground the airplane for some time. Braden is scheduled to use the Cherokee for his 16th birthday solo on January 9th so the sheet metal work (about 40 hours) will be accomplished after he solo's (Keep your fingers crossed the weather is good for him). He now has the hours and is just polishing his landings. Eli is also getting closer to solo- he is 16 but has been busy with extracurricular activities at High School. Logan age 15 is currently building hours. Anthony age 14 is also starting his journey to being a pilot and has logged quite a number of hours to date. **CamGuard** has become an official sponsor of **HAWK**. At Oshkosh this year Edward Kollin supplied **HAWK** enough **CamGuard** too last for several oil changes on both airplanes. One of the good things that happened with the addition of **CamGuard** is that the oil consumption on the Cherokee drastically decreased - it works!

The Dakota Hawk

The propeller was sent to Lonnie at **PAC** for repair as it picked up a sizable nick during the October 1st young eagles flights. Ya cannot have a badly nicked prop on a class airplane! We are still working on getting more tailwheel pilots up to date in it. Our problem is that our insurance will not cover low time tailwheel pilots in a tailwheel experimental such as the Dakota Hawk. Our instructors can teach the kids how to fly it but they cannot fly it by themselves until 240 hrs in tailwheel aircraft? Hopefully we can get some sort of variance to this as our kids get to the point of being able to fly it themselves, otherwise their copilots will always have at least 240 hrs..

The Zenith 701

This is **HAWKs** current build project. **HAWK** managed to get a Rotax 912 partially donated for it. Thanks Jim D! The Rotax was on a Genesis slipstream that met its untimely demise on a power pole. **EAA chapter 800** member Randy Owen has agreed to do the sudden stoppage inspection as he has been trained on Rotax engines. He built a really nice Rotax powered zenith 701. The Continental C-85-90 that was donated with the 701 and is currently in it will be used on the Zenith 601HD. Zenith designed the 701 around the 912 engine, and after talking to the engineers and owner of Zenith they said the Continental is not a good fit as it is too heavy. We ran into the same weight issue on the Dakota Hawk. Now **HAWK** needs a Rotax 912 to Zenith 701 engine mount if anyone has one laying around or \$800.00 to purchase one from the factory. With the added Hanger room **HAWK** can now install the special Pega Daedalus wings to get the flaperon controls worked out and finish the flaperons. The zenith is being built to sell to provide funds so **HAWK** can continue its mission of teaching youth. One day HAWK could have enough funds to provide scholarships for deserving youth. WE shall see- that is a ways down the runway hopefully that program gets enough speed and support to fly - SOMEDAY?.

HAWK had a Rutan Varieze airframe project donated to it (Thanks Brian M for finding this project and getting it donated). John C put an add on Barnstormer and the airplane was on its way to Wichita KS. with a new owner, all within the same 30 days. The Hawk account is a little fatter but not nearly enough.

HAWK has a Firefly AX-7 balloon N90555 envelope only donated to it (Thanks **Thane Peterson And Kent Barnes!**). Saturday November 12th the kids got to be introduced to it with an inflation. The balloon will get the younger kids flying as they can solo it at 14 and get a LTA (Lighter than air) private pilot's licence at 16 . Now to find insurance money so we can fly it. Balloon insurance is only available from a few insurance companies and is not cheap. The envelope needs some work - recoated as it is slightly porous (Firefly Balloons has agreed to donate certified coating). The fabric pulls way above the Minimum 40 pounds. It is flyable as is but coating it will prolong it. It needs an annual but is in exceptional shape. Luckily one of the members of **HAWK** has the license to annual it and also is a certified balloon instructor. **HAWK** had a burner donated by **Dominic Chemello** in California THANKS **DOMINIC!** The burner needs some work and there is possibility of a basket and tanks being donated. If the insurance issue can be addressed with money then the kids can start flying it. The fun part is that it is blue and red- the colors of the Dakota hawk. It also has banner velcro on it so maybe there could be **HAWK** logo's on it in the future. The kids can learn to sew building banners.

HAWK also had N13245 a 1973 cessna 172 Donated to it. (**Thanks Russell Frank!**). The airplane has not been annualed in several years and according to the last annual discrepancy list has a wrinkled firewall and low compression. On November 25th a **HAWK** crew including the older kids will go get it by pulling the wings rather than trying to fly it. It is at the Rifle Colorado airport about 60 miles away. Again luckily one of the **HAWK** members has a complete aircraft retrieval system including a hoist and spreader bar to lift Cessnas.



The donated Varieze - now in Wichita KS thanks to John C and Barnstormer.

HAWKS new OLD? Balloon. The top Valve seat is not good- it leaks (notice the edge of the valve is lighter than the rest of the valve (the piece of fabric behind the kids hanging down) It was so tight that it had light shining threw all the way around. The kids are learning how to retie the valve. Now they know what a bowline knot is.



HAWKS new rotex 912 for the 701

not
pictured.



Some of the tool box's **HAWK's** youth are building.
Each Box represents one of our kids, this does
include the finished boxes not

HAWK's free kids private pilot ground school is also progressing and is well attended every 2nd and 3rd Saturday from 10am to noon. Thanks Sterling (HAWK's CFII) and Michelle our school teacher turned ground instructor. And the builds, and flying continues!