

LOUD AND CLEAR

EAA CHAPTER 319

March 2010



EAA chapter 319 meets the second Thursday of each month, 7:30 pm at Aerospace Center, 5060 Cirrus Dr. Medford, Join in the fun with us!

Board of Directors meets at 6:30 All are welcome to attend

NEXT MEETING

March 11th



Our Program

This month we will meet in the CAP hanger (Aerospace Center) as usual. After a brief meeting we will be traveling to Melissa Shermer's hanger to get a look at what she is stitching up now. Melissa has been in the upholstery business for quite a few years, starting out in Furniture, Marine, and Automotive. For the past ten years or so Melissa has mainly been upholstering aircraft. From Piper Cubs to Glassairs, and Jets, to Turboprops, she will do them all. Melissa's work is responsible for many an aircraft to receive the big award. So come on out to our program this month, bring a guest, and join the members of EAA 319 in an evening of education, good conversation, snacks, and story telling.

Doug Dunn, Editor

CARD MODELING or How to build an aircraft for next to nothing.

By Bud Liberatore

Yes, it's true. You can build the aircraft of your dreams for about 5 cents. In fact, you could build almost anything that flies, drives, floats or just stands still for the cost of a few pieces of paper.

I found this papercraft purely by coincidence. Allow me to reminisce. Back in 2003, when the Jackson County Historical Society had a tribute to the Wright Brothers Centennial in their downtown venue, I took my two daughters there during the Christmas break from school. What a great way to scratch my aviation itch and spend an hour infusing this disease in my kids, or so I thought. Ten minutes beyond the front door my 7-year-old Carmen had had enough. But there was so much more to investigate. "Look at this neat old aeronautical chart", said I, hoping to bring out the cartographer in her. Didn't work. She eventually wore me down, used up my inspiration and patience. We did an about face and turned back to the entrance and the comforts of home. That's when it happened. As we passed by a small table I was yanked to a stop. Something had caught Carmen's interest. A stack of photocopied papers had been left there for the visiting public. She had already deduced that this was a freebie and we were going to take one home, a reward for putting up with her dad's enthusiasm. Turns out that she was right. Little did I realize that what she had found was to draw me deeper into my passion.

Someone had made copies of a J-3 Cub paper airplane, one that I had not seen before. It seemed simple enough: Cut out the various parts, color them, glue them together and presto, an airplane. Great! A project we could enjoy doing together and an airplane to boot! (For an instant, I imagined us ten years hence working on the real thing). I couldn't wait to get home and get started and wondered how I was going to broach the subject of a full-size yellow airplane in the garage with my wife.

Once home, we sat down with scissors, crayons and glue and began what I thought was going to be a lifelong connection between us. My mistake was trying to explain that a J-3 is supposed to be yellow not purple and chartreuse. Well, it didn't take long for Carmen to drop the crayons and go watch TV. After all, it was Barney, the purple dinosaur with a green belly. As it turned out, she was too young and hadn't the dexterity with the scissors or patience for the glue to dry. I kept at it, thinking that at least I would teach a lesson of completing a task, one WE had started anyway and, "Doesn't it look nice in yellow"?

After five years, this little plane has staunchly hung from the ceiling, looking like it has a bad hangar rash but will never ever get a face-lift. It's just too much of a reminder of what a great time my daughter and I had building an airplane.

So, five years later I'm still at it and the J-3 is not alone. That first model had drawn me into a very pleasing pastime. Thankfully, that first photocopy had the website address of the designer, Chip Fyn at Fiddlersgreen.com. After downloading and assembling a free Gee Bee racer, (printed on a manila folder) I was hooked. I was astounded at the variety of models that were available, the background information on each one and how authentic and detailed the aircraft were. It is truly amazing what a piece of paper and

some time can create. Mousing-around the Fiddlersgreen website, brought up not just aircraft, but an interesting array of buildings and other vehicles. The aircraft are categorized from Early Flying Machine to Spacecraft. I anted-up the cost of a complete set of discs for the a/c collection and have built only a fraction of these to date. You name the aircraft; it's probably on the list. Month by month, a new model is developed and to my dismay, I may never be able to complete all of these wonderful models. Additionally, Fiddlersgreen.net is a wealth of information, photos, drawings, etc. on each and every one of its aircraft models and the people who flew them.

Searching the Internet has brought to light an astounding number of card models the world over. Crafting models out of paper is not new but what has exploded this art form is the digital age. Though way beyond my understanding and skill, one is able to take a 3-view drawing of any object, apply it to various software tools and create component sheets that are ready to print on one's computer printer. This process has had a tremendous impact on the world of modeling. The detail and complexity is awesome. The subject matter is limitless. Want to build a scale model of the battleship USS New Jersey? Need a model of twin 50 cal. machine guns? How about the Taj Mahal? You name it, you'll find it designed and crafted in paper. And, through the wizardry of the internet, you can purchase and download a model of your choice, save it on your computer, print, cut, fold and glue it together before bedtime. Pin it above the bed and go to sleep flying your new airplane.

I am always asked how long it takes to build a model. Well that just depends. Scale really doesn't matter much. There isn't a whole lot of difference between 1:33 and 1:48 scales, at the component level. Completed though, there is a significant difference in how a finished piece looks. What really makes a difference is how complex a model is, how many parts it has to cut and glue and the detail that the model designer has incorporated into the piece. Obviously, a multi-engined bomber has high parts count compared to something like a Stealth Fighter, with little if any protrusions. A Junkers D-1 might be a good aircraft to start with then progress to a more complex type like the Caproni Stipa, The Flying Barrel.

If you think you'd like to try your hand at this hobby, learn a bit more about aircraft (for instance) and their design evolution then I would encourage you to turn on your computer, get hold of your mouse and explore the world of paper card modeling.



See Buds Collection of these Beautiful little airplanes at Fly-By-Night hanger, April, 10th

Ashland Airport

Ashland Airport Day will take place this year on Saturday, May 22. I understand Mardell is doing the usual pancake breakfast. I will be talking with Paul Martin about flying Young Eagles on that occasion. More on this later. Speaking for the Ashland Airport Commission, we very much want as much participation from EAA Chapter 319 as possible. There will be more and earlier publicity about the event this year and we are hoping for a large turnout.

Richard Hendrickson

Paper or plastic ?

Are you still flying with a paper license? Your license has been legal on paper since 1926, the first issue date for an aircraft pilots license. The last day you may fly with a paper license is MARCH, 31, 2010. After that date you must have the new and much cooler hologram covered plastic license.

The FAA has been telling us about this in all aviation publications since 2006. There are no excuses that will be accepted unless maybe you have been in a coma for the last four years. Do not let TSA, FAA, or any other three letter entity catch you flying without plastic, it will not be pretty. WWW.GOV.COM

Doug Dunn

FROM THE EDITOR

We invite all of our readers to submit letters to the editor@eaa319

We also encourage articles that are both timely and aviation oriented. Photos relating to your article will also be published.

Newsletter deadline - Two weeks before a meeting. Please submit your articles or letters to the editor as early as possible. Editor@eaa319.org

Membership Dues are Due

As most of you know Art Lumley has taken over as the Membership chairman. His email is omni727@yahoo.com Please note the address below for sending in your Dues.

Dues are due on January 1st, they are one of the many things that keep EAA 319 going and green. The Dues are still only \$20. per individual or \$30. for a family membership. Please make your checks out to 'EAA 319' and bring them to next meeting or send them to

Art Lumley
PO Box799
Gold Hill, Oregon 97525

Greetings,

I happened to glance at the computer screen this morning as the attached picture came up on the screen-saver. I was lucky enough to visit the Air Force Museum at Warner Robbins AFB, Georgia, just south of Atlanta, in August, 2008. Though some buildings were under construction, there still was plenty to gawk at. They have a unique and voluminous collection, inside and out. Thankfully, there were plenty of big wings outside for shade and T-storm shelter.

If your ever in the southeast, it's definitely worth a visit. They're website is good too. www.museumofaviation.org

According to Wikipedia, there are just 2 KC-97's flying today.

Bud

NEXT MONTH



What is this ????? Learn about this huge project this coming April.

Officers and Board members

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Check out the jets outboard of the engines.



Submitted by John Burton

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