

Midwest Navioneers

2017 Newsletter #1 November

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ATIS:

Saturday evening at the Indianapolis Navion Fly-In (KHFY) The Midwest Navioneers nominated Erich Rempert (I think unanimously) to be the new Club President; and he has accepted-

Currently we are planning two fly-in's for 2018; one in the Spring in a location yet to be decided, (possibly Western Wisconsin / Eastern Minnesota) and one in the Fall in Ohio. Sue and Erich will also be willing to host a Pre-Oshkosh event if there is interest in Burlington, WI.

We hope to publish a regular Newsletter, utilizing the above format with some flexibility as content permits. We encourage you to submit anything you wish as a contribution whether it be photos, articles, classified ads, or otherwise. All submissions will be subject to approval, but will likely be accepted.

Included at the end of this edition is a questionnaire we STRONGLY urge you complete and return, as well as a Membership Renewal/Application you can either complete yourself, or give to a friend. Dues are only \$15/yr and allow you to be a MEMBER of the “*Midwest Navioneers!*”

The Midwest Navioneers website has been updated, including a digital copy of the current newsletter and our membership application. Visit at: **MidwestNavioneers.com**

Left Seat:

Marty Eveland writes:

“Pilot Report – Midwest Navioneers – Indianapolis, Indiana – October 13-15, 2017”



The Indy South Greenwood airport recently welcomed five Navion aircraft (plus one field based Navion for sale) for the fall 2017 fly-in of the Midwest Navioneers. It may sound silly, but this is the largest number of flying Navion aircraft I have ever seen in one place. I have only been part of this group for about two years, and I really enjoy the friendly company I have been lucky to meet during our

adventures.

Although the event ran Thursday to Sunday, I was unable to arrive until Friday dinner. This event was well planned around the Red Bull air race and included Friday events at the Dellara Indy-car Factory and Indianapolis Speedway Museum. Paul and Myra Abbott did a great job hosting this event. As in past events, my wife and I were made to feel welcome; sufficient transportation was provided to all activities for attendees including late-comers (myself included).

On Saturday night at the hotel, over desserts and drinks, we had a club meeting to elect a new club president and discuss the purpose of the club going forward. As a relatively young member of the group and being new to aviation, the decisions made here are important to my future. After much discussion, Erich Rempert was elected president of Midwest Navioneers. I believe the vision to resume publishing regular newsletters and increase focus on the planes is a step in the right direction. Keeping this club operational and growing is paramount to keeping Navion planes flying. We also cannot let go of the social nature of our group while we press forward. Our group has many older members that I hope will continue to support our new president and pass on the knowledge they have to the others in the group. I hope through future events, we can continue to build relationships and share Navion and aviation knowledge, that all may learn and enjoy themselves at the same time.

Keeping history alive is a hard job. Keeping Navion history flying is a never-ending job. Make no mistake; we have a hard road ahead. I will support Erich and the club in any way possible, and I have no doubt they will do the same for me.



Winter is coming to the Midwest, which means less flying due to the bitter cold and icing conditions. Looking forward, I am eager to support and attend the spring fly-in the group is working on for Minnesota.

-Marty, Navion G-1 N2463T

Feature:

Myra Dunn-Abbot writes:

“Navioneers moved fast at Indy!”

We had lots of excitement at our Indianapolis fly-in! Maybe it was because it was our one chance this year to get together and be with other Navioneers. And maybe it was because we had lots of interesting things to do in Indianapolis. Like...



We visited the town of Speedway, Indiana which has grown up beside the famous Indianapolis Motor Speedway. To begin, we had a tasty get-together lunch at Dawson’s on Main Street and waved at the camera for our first fly-in photo.



We were amazed by the factory where Dallara builds all the cars that run in the 500-mile race. They let us touch and handle the exotic composite parts used in the race cars.

While there, Erich and Sue Rempert drove a 500-mile race simulator.

We each took a wild, loud lap in one of the Dallara race cars! It was like the ones used in the 500-mile race except for an extra seat, a smaller engine and special tires to run on the street next to the factory. (Nobody crashed on these runs.)

There's an impressive museum inside the Speedway track. It's the world's biggest collection of winning cars of the Indy 500, from the very first one to the latest. We saw a special A. J. Foyt exhibit, including the various cars he has driven and lots of his personal memorabilia.



One of the less exotic vehicles in which we rode was a big 15-passenger van that carried all of us (with a couple of extra automobiles to handle the overflow) from place to place. It was another chance to talk with other Navioneers between stops.

Lots of air activity kept us fascinated during the day on Saturday, as we watched the practice and qualifications for the Red Bull Air Races. The competing planes flew over a portion of the Indianapolis Motor Speedway, with part of the race track used as a runway. Sitting in seats built for the big auto race, we watched a field of aerobatic pilots zip between narrowly-spaced pylons while making tight maneuvers and moving as fast as possible. With the excellent weather that day, everyone came away with a feeling of excitement—and a tinge of pink from sun exposure.



And, yes, there were Navions! Six Navions brought a touch of added class to the Greenwood, Indiana airport. They were flown by Marty and Alex Eveland, Dick Bihler and Paul Jachman, Alan Sickinger and Rick Oliver, Dave Bejvan, Ken Ross and Chris Reynolds.

It was good to see many of our veteran Navioneer friends, along with some newer ones. We saw Rollie and Carol Zavada, Bob and Shirlie Caldwell, Erich and Sue Rempert, Steve and Alice Courtney, Gene and Bonnie Ruder and Myra and Paul Abbott.

Our grand finale was a meeting on Saturday night where we had a spirited discussion of the future of the Midwest Navioneers. Based on the enthusiasm shown in that meeting, it looks like we're in for a renewed level of activity for our group. You'll read more about the outcome of this meeting elsewhere in the newsletter.

-Myra, Grumman AA-5 N2203R

Tech Session:

Erich Rempert Writes:

"Nose Tire and Fork Service"

Recently I decided it was time for a new nose tire on my Navion D. I opted to go with the Desser re-tread 6.00X6 6PLYRT tire which is a re-treaded tire with a new Butyl tube also from Desser. I made this decision based upon extensive reports on the re-treaded tires lasting longer, and having better reliability due to the fact the "husk" used for the retreads have a proven service life and are known-good cores, as well as the fact that the manufacturing process allows optimal curing conditions for the tread that is applied to the old core that aren't possible with a "new" tire.



I decided I wasn't going to opt for the larger diameter "Monster" tire because I was concerned with clearance issues in the nose wheel well and the tire "snubber". I'm happy I made this decision but I'll get to that in a bit. The Butyl tube was an easy choice because of its inherent properties that reduce loss of pressure over time and better longevity.

Once I received the new components from Desser I immediately slashed the bran-new tube with a new razor-blade to make sure it was truly fresh rubber. It was. After a lot of swearing and disbelief, I contacted Desser for a replacement which I felt no need to test in this manner.

I took the opportunity to remove the nose fork, strip the wheel, fork, spacers, and mud scraper. I inspected the bearings, and performed a dye-penetrant check on the nose fork focusing on the four mounting holes looking for cracks as several forks have failed in service, and several have been found to have cracks after dye checking. As you can imagine, a busted nose fork makes for an expensive and possible life ending day for a Navion....

Luckily, my fork passed with “flying colors” and it was on to prepping, priming, and painting. After three attempts at doing this, the results were finally satisfactory, and I was able to begin re-assembly with as much new hardware as was feasible. I have the McCauley nose wheel and it is held together with what look like special “splined” through bolts. Rather than replacing these, I cleaned them up with a wire wheel and painted them for corrosion protection. The same goes for the long AN-4 through bolt that holds the wheel in place; however I did use new hardware everywhere else.



Assembly brought up some interesting and lively discussion on the Yahoo Navion Group (*which I urge you all to join for camaraderie, as well as Navion information and history*) in regard to “which way does the mud scraper go?” I opted to reinstall mine the way it was; on the aft two bolts, however some compelling arguments were made to mount it on the front two bolts (per the Illustrated Parts Catalog). How is YOURS mounted?



I did perform a retraction test after I put it all together to see how much contact I had with the nose tire “snubber” and I found It was more than I had hoped for (the “Monster” tire would only have been worse). I opted to test fly the airplane as is and see how much rubber smell I got on gear retraction, and I felt the snubber was too close to the tire due to the strong burned rubber smell. I considered removing the assembly all together, but because of the necessity to disassemble the “tunnel” (and the fuel selector valve) to do so, I have opted to remove the phenolic rub block only, and re-test.

I highly suggest next time you have your nose wheel off your Navion you strip your nose fork, and have it dye-penetrant inspected for cracks focusing on the 4 mounting holes where it attaches to the fork. You will need to repaint the fork after this exercise but the cost is minimal and the peace of mind is priceless. A broken nose fork equals a nose gear collapse, a new prop, and an engine tear down, plus airframe repairs... This is cheap insurance IMO-

Blue Skies, Tailwinds, & Cheap Avgas-

-Erich, Navion D N114E

Log Book:

Bonnie & Gene Ruder Write:

“Hello Erich and Sue; it was a pleasure to spend last week with you, and the Midwest Navioneers. Gene and I want to thank you for accepting the Presidency of our Club. We know you will make a great President. On Saturday night I mentioned the passing of Jack Gordon. Jack served as President of our Club in 2006. He and his wife Shirley have a home at the Cannon Creek Air Park in Lake City, Florida. They hosted the Midwest Navioneers at Cannon Creek in 2008 and invited SNAG to join us. Cannon Creek has continued to have an annual fly-in every year prior to the Sun&Fun fly-in, in Lakeland, Florida. I made a copy of Jack’s obituary and ask if you could post it on the web site and in the newsletter. Shirley has requested no flowers; however I believe she would very much appreciate receiving notes from her Navioneer friends. Her address is: Mrs. Shirley Gordon, 245 SW Plantation Terrace, Lake City, Florida, 32025. Thanks, Bonnie & Gene” –

Here is an excerpt from Jack’s obituary:

“Mr. John B. “Jack” Gordon flew West, October 7, 2017 at Good Samaritan Assisted Living Facility, Dowling Park, FL with his family by his side. Jack was born in Bloomington, IN February 25, 1932. He was a graduate of Strong Vincent High School, Erie, PA, and served in the Army during the Korean War. He attended Embry Riddle Aviation Academy in Miami, FL to pursue an aviation career. He was an avid pilot and he flew corporate aircraft in the Rockford, IL area for 12 years. He applied to Eastern Airlines in 1966 and was offered a position as a pilot. He retired from Eastern in 1986 and flew for Turkish Airlines for several years.

Jack’s favorite plane at Eastern was the 727; but he always felt privileged to fly his own Navion Rangemaster, and a PT-22. One could often hear him say “I had a hobby and made a living at it”. His passion was flying, boating, suba-diving and camping in his tag along camper. He moved to Cannon Creek Airpark in 2005 with Shirley to have his plane in his backyard. He was a member of the First Presbyterian Church, the Lake City, FL EAA chapter, The American Navion Society, The Midwest Navioneers, SNAG, Suwannee River Antique Club, and Silver Falcons (retired Eastern pilots).”



Presidents Message:

Erich Rempert Writes:

I am both honored and excited about what is to come, and I look forward to seeing as many Navions and Navion enthusiasts as possible next year! The Midwest chapter has gone through a period of contraction recently, but the Midwest is home to a LOT of Navions and Navion people and (I hope) this marks the reawakening of both enthusiasm and participation among our current members and will spur new growth in our organization!



Thank you all for your support and confidence; Sue and I will do our best to make the Midwest Navioneers the great type club we all know it can be!

You can contact us at:

Erich Rempert

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Lake Geneva, WI 53147

815.679.8209

N70ER@yahoo.com

(E-mail is preferred and will likely get the best response)

Also, if you wish, you can like and follow the Midwest Navioneers Facebook page to see probably the most up to date and greatest amount of content. I plan to put out a regular newsletter in both hard-copy and in digital format, and make the hard-copy available to Midwest members who choose to receive it, and the digital copy available to everyone.

Stay tuned for more information as things develop, I hope to see many of you (and your Navions!) in the coming year-

-Erich, Navion D N114E



Membership Application/Renewal/2018 Dues

To renew your current membership or sign up for a new membership in the Midwest Navioneers chapter of the American Navion Society:

1. Print out this form,
2. Fill it in,
3. Mail it with your annual payment of \$15 in a check made out to Midwest Navioneers.

Mail to:

Midwest Navioneers
c/o Dick Bihler
3669 Willow Beach St. SW
Prior Lake MN 55372

If you need help or have questions, please contact the Membership Coordinator at (612) 749-7323 or rbihler@integra.net or email navioneers@aol.com. Also, be sure to check out our Facebook page (Go to [Facebook.com](https://www.facebook.com), search for Midwest Navioneers) or visit our website at midwestnavioneers.com.

- I'm renewing my existing membership
 I'm a new member

Full Name _____ Spouse _____

Address _____

City _____

State _____ Zip _____

Home phone _____ Cell phone _____

Email address _____ Spouse email _____

Aircraft data

N# _____ Model _____ Year _____

How would you like to receive communications/newsletters, etc.?

- e-mail postal mail

Dues are \$15 per year. Thanks for your interest in Midwest Navioneers!

Fly Market:

Wanted; IO-470 nose bowl baffles for Rangemaster nose bowl, possible trade for IO-520 baffle for same. Contact **Erich 815.679.8209** call or text

Wanted: Rangemaster vertical stab, rudder, and fin cap. Possible trade for Navion A/B stab, rudder, and fin cap with rotating beacon. Contact **Erich 815.679.8209**

For Sale: E-Series / Neo-Air "Lot" , spinner, bird guards, misc. Best Offer. Contact **Erich 815.679.8209** call or text

Wanted: YOUR Ads! Free advertizing to the membership, send me your desired ad, (I' d prefer to keep them short as suggested by the examples above) *All ads are subject to approval, and will only run for one issue unless renewed.

Questionnaire

Please complete the following and return so we can adapt our Club to better suit our member' s needs and help support Navions and Navion Enthusiasts everywhere!

1. Are you a: Current Pilot, Non-Current Pilot, or Enthusiast?
2. Are you a: Current, Past, or Future Navion owner? (Please circle)
3. Tell us about your Navion(s); Year, Make, Model, Engine, Length of Ownership, anything else you wish to share:
4. When was the last Navion Fly-in you attended?
5. Do you have any interest in attending an up-coming Midwest Navioneer or any other Navion Club' s Fly-ins in 2018? Which ones, and why or why not?
6. How would you prefer to receive our newsletter; Hard Copy by mail, Email, via the Website, or on Facebook. (circle all you wish to receive)

7. Do you feel Technical Articles should appear regularly in the newsletter? Would this add value to the newsletter for you?
8. Do you feel Members should be able to post ads in the newsletter for items sought or offered? Would this add value to the newsletter for you?
9. Is there any means by which you' d be willing to contribute to the club like; submitting photographs, articles, stories, technical information, or by taking on organizational responsibilities in the future?
10. Please give us your feedback and suggestions on what YOU want the Midwest Navioneers to DO, and to BE.

Please fill out and return to the President::

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