

EAA CHAPTER 104 NEWSLETTER

EAA CHAPTER 104 MONTHLY MEETING

Friendship & Flying – “For The Fun of It”

Meetings are conducted in the EAA Chapter Room – Porter County Municipal Airport

4207 Murvihill Road, Valparaiso, IN 46383

MONTHLY CHAPTER MEETING TUESDAY- January 12, 2009

Socialize & Coffee-6:30 pm – Meeting: 7:00pm

CHAPTER WEBSITE: www.eaa104.org

See you at the January 12th meeting. Bring a Neighbor!

Experimental Aircraft Association

Ed Hanson, Editor

295 S. County Line Rd

Crown Point, Indiana 46307-9117

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FIRST CLASS

EAA CHAPTER 104 MISSION STATEMENT

Foster, promote, and engage in aviation education.

Promote, encourage and facilitate membership
in the Experimental Aircraft Association.

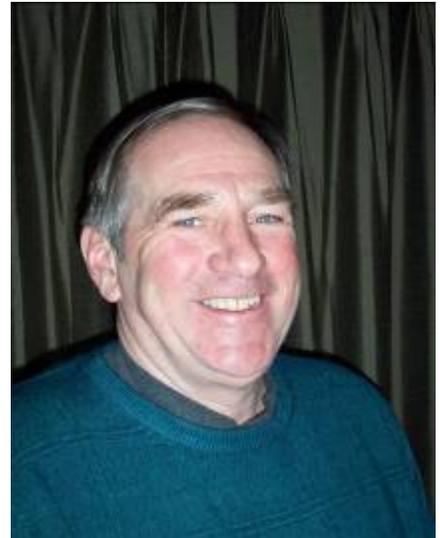
Support and promote the mission, vision, goals
and objectives of the EAA.

President's Page

Ed Hanson

January 2010

I hope the New Year finds all of our members healthy and inspired for 2010. The cold weather we have been experiencing certainly puts most of our flying on hold, but with the days getting longer it's just a matter of time before the sun gets higher and higher bringing warm weather and puffy clouds back our way. I don't think I can wait for that and may have to run away to soak up some sun and recharge my batteries. Can you blame me?



I have a hard time justifying heating my shop in this cold for a few hours of build time every day and have been trying to work only on the warmer days. I think the dead of winter will be a good time for some airplane wiring and panel work. Temperature sensitive activities will have to wait for warmer days. I'm getting to the point on my project where I have to make some final decisions on instruments, switch styles, avionics, a prop, spinner and interior. There are so many fine products to consider.

I am amused when I see a news article depicting the new Boeing 787 with the "Experimental" signage on it. I wonder if those Boeing builders have the same problems and setbacks that we small airplane builders do. We know they have deeper pockets and fancier shops for sure!

Our build night program won't be running on all cylinders for awhile as our director and spark plug **Bruce Bierma** will not be able to attend for several weeks due to his work schedule. The rest of us will have to step up and pretend that we know what we're doing.

Please try to attend your January meeting and bring your ideas for the "SOUP OFF" to be scheduled with the **Porter County Pilots Association** sometime this winter. We need to pick some dates to suggest and talk about the overall activity. The idea is to get families and friends involved to attend the event. A travelling trophy is being prepared by the PCPA. Now might be a good time to practice making your favorite soup and make any adjustments to your recipe in anticipation of claiming that trophy.

Please work, play and build safely.

Ed Hanson

Welcome new members Bill Vogen and John Herman.

We have a few **EAA World of Flight** calendars to sell at our January meeting. Please help us with these.

Remember, your FAA paper pilot certificate must be replaced by a plastic one by March 31st. You can request the plastic certificate online or mail in a form. The \$2 charge may be waived if you furnish your SS number at the time of the request.

You should have renewed your Chapter 104 membership for 2010 by now. Since we are going greener, we are not including a renewal sheet for you any longer. Simply give your fifteen dollar renewal fee to our treasurer **Rick Ray** at the meeting and save both paper and postage. If you can't attend the meeting, please mail your check to **Rick Ray**, 293 Ravinia Drive N., Valparaiso, IN 46385.

In an attempt to keep our members flying costs low and to get more people in the air, **EAA Chapter 104** and **Eagle Aircraft** have arranged for **Chapter 104** members to enjoy significant discounts at **Eagle Aircraft**. Show your **Chapter 104** membership card and enjoy savings. Please stop by at **Eagle Aircraft**, identify yourself as a **Chapter 104** member, and talk with them about your flying needs and see what discounts you can enjoy. You can do your pre flight in a heated hangar during this cold weather.



Also, **Eagle** will be starting a Private Pilot ground school on Feb. 1st with Instrument ground to follow. The Private Pilot classes will be on Mondays and Wednesdays from 6-

8pm for 8 weeks Feb. 1 thru March 24. The Instrument classes will begin on March 29 and meet Mondays and Wednesdays 6-8pm also, and end on May 19. Each course is \$495 and includes a kit, class and written exam.

Additionally, Chapter member **Cheri Cope** is exploring the possibility of an IFR refresher course to be conducted by **Pat Vacendak** in the Chapter room. Contact Cheri if you have an interest. 219.663.5661.



Word has it this guy has been flying under bridges in heaven.

We sure miss his smiling face

We are looking for help with the newsletter. If you would like to assist please contact Ed Hanson at 219.988.4879.

hansoncp@netnitco.net.

Also, please send me articles or thoughts for the newsletter.

Some interesting links provided by our members.

If you like P-51 stories this video link is for you. A true story of a man, his grandkids & his P-51.
<http://www.asb.tv/videos/view.php?v=1bf99434&br=500>

This is truly one Skilled Pilot!

<http://www.franklinairshow.com/Video/Comedy%202010%20Net.WMV>

This is a very comprehensive collection of aircraft information. Want to check out almost any airplane ever built in the World? Old, new, military, civilian? It's amazing what has been done in airplane design.

<http://www.aviastar.org/index2.html>

Winter Cross Country

by Dennis Funkhouser

A large low was coming over Chicago but I decided I could get out of town before the snow and make a winter cross country to visit family in Murfreesboro, Tennessee. It was Saturday, December 26 and I had the last week of the year off. I flight planned for a stop at Bloomington and then direct to Murfreesboro. Flight Service said the weather was worse to the southwest, Bloomington was IFR. They recommended going southeast if possible. It had already started to snow on my side of town but the VPZ ASOS reported ten miles on the phone. By the time I got the airplane out to the end of runway 18 for take off it had just started to snow.



ASOS was down to four miles and light snow. I departed One Eight and headed southeast. Two miles later the snow stopped and the visibility improved. I flew past Stark County and Rochester. By the time I got to Muncie it was 2000 and ten miles. I landed at Muncie to top off, take a break and do some flight planning. My computer flight plan was useless as I was going an entirely different direction. I bought a fresh St Louis sectional and plotted a course to Freeman, Mystic VOR and then to Bowling Green Kentucky. Flight Service predicted clearing weather ahead but stiff headwinds and moderate turbulence along the entire route.

They were right on the money with all three. The wind was directly on my nose at 25 to 30 knots. My GPS ground speed bounced from the high seventies to the mid eighties. I was glad to be solo. No passenger I flew with would tolerate this bouncing for this long. The chop never let up the whole trip. We do need to be plane crazy to enjoy this stuff.

The ceiling continued to rise until the Ohio River where it went away completely revealing blue sky. Landing runway 21 at Bowling Green, Kentucky the wind was 220 at 22 gusting to 30. I expected the place to myself but there was a student in the pattern doing touch and goes and a Learjet landing. Maybe this wind is normal for central Kentucky. BWG is a good place for a top off, vending machine honey bun, free coffee and clean restroom.

After crossing into Tennessee further south the turbulence started to wake up the stall horn. I throttled back to VNA and tried not to look at my ground speed. Murfreesboro was clear, wind 210 at 18 and I landed on 18. The tack said 5.1 compared to the computer flight plan of 3.5 hours. Murfreesboro is the home of Middle Tennessee State University Flight School. The students were on holiday and all the trainers were tied down on the ramp. Any other time and this place would be a beehive.

For the return home on Monday, Flight Service predicted lowering ceilings until Bloomington, Indiana, my first stop. They were forecast to be 1500 and ten. Taking off from Murfreesboro headed north the sky was clear until I crossed into Kentucky. Bowling Green ASOS reported 2000 and ten. I kept going north planning to stop in Bloomington, Indiana for food and fuel. Just before the Ohio River the ceiling went down sharply and something was spitting on my

windscreen. The ceiling went from 1500 to way less in about two miles. It did not look VFR. Two miles at 105 knots is a short time.

I had just passed a small airport a few miles back so I did a one eighty and went back to Breckenridge County, Kentucky, I93. It had an east west runway and since the wind was howling from the west that looked good enough for a landing. I got out of the airplane and walked toward a trailer. As I got close someone stuck his head out and waved me in. His name is Jesse and he lives in a trailer at the west end of the runway. He said he has been in this spot for 35 years and seen a lot of people in my boat during that time. Jesse also explained that the airport was planning to expand and add an FBO. The expansion would make him move because his trailer was too close to the runway for the FAA.

After calling Flight Service who again predicted Bloomington would go VFR I went back out to the airplane. I noticed a paper thin film of clear ice starting along the leading edge of the wing. I wiped that with the spray bottle and towel and sat for a few minutes in the airplane considering my options. One of which was to leave the airplane parked on the ground and find other means of transportation home. There was one Skyhawk tied down, two T-hangers and five twin Pipers that someone was parting out. Aside from Jesse, there were absolutely no services at this airport.

I knew the weather was better to the south so I decided to head for an airport with an FBO. Maybe I could find ground transportation or a hotel. I took off southwest to Ohio County where I picked up the Owensboro ATIS reporting 1700 overcast and ten miles. With that good news I turned northwest and landed at OWB. It was towered with full amenities including a maintenance and avionics shop and full service 24 hour FBO. I topped off the tanks, got a cup of coffee and spread out my sectional to check my options. Someone who described himself as 'flies for a living' offered to help me on the local weather computer. Bloomington was still 900 overcast so we checked several other airports and noticed the ceilings were reporting higher in Illinois. He recommended flying to Lawrenceville-Vincennes, 65 miles further northwest saying they had a busy flight school and there would be people and services there.

Lawrenceville-Vincennes was forecast to be 1700 and ten but the ASOS reported 2300 so I kept going first to Robinson and then Edgar County. The ceiling started coming down again near Edgar and I contemplated another landing. The visibility under the overcast was good so I kept going to Vermillion. By then it was back down to about 1500 and ten miles. Just after passing Vermillion I was able to pick up the AWOS at Lafayette to my east. Information Lima was 1500 and nine. I put direct VPZ in the GPS and figured if the ceilings came down further I would park it at Purdue. There was only enough daylight to finish this leg and put the airplane away.

I flew over the windmills at 1700 feet. The ceilings started to improve and then I picked up Valparaiso's ASOS reporting 3600 and ten. I was very glad to see VPZ. The trip back was only 4.5 hours.

One of the lessons learned from this flight is that all charts must be acquired before the flight. Our government recently changed the way it distributes charts and the result is that the local FBO no longer carries a selection of sectionals. We used to be able to buy sectionals anywhere, no more. I tried to buy a fresh Atlanta sectional at three different stops including Murfreesboro with no luck.

Thanks to Dennis for this article. We like to include interesting articles about our chapter 104 member's activities in your newsletter.

**EAA Chapter 104
Porter County Municipal Airport
Valparaiso, IN**

Minutes of Monthly Meeting, December 08, 2009

The meeting was called to order and The Pledge of Allegiance was led by President Ed Hanson at 7:00 PM

Welcome to a new member John Herman, We appreciate you joining our Chapter.

BUSINESS MEETING:

The minutes from the November meeting were approved by the members.

Old Business: no old business discussed

New Business:

Presentation of EAA awards and pin to Chapter leaders.

Renewal of Chapter room lease for 2010 was motioned and approved rent will remain at \$25.00 a month

Discussion was held on selection of a flight school for the Eagle Soars program award a motion was made to allow Bruce, Dennis and Ed discuss further together and with the parents of the child and make a decision on the school to be chosen.

A discussion on a partial refund for the BD-5 due to corroded wings a motion was made to split the difference of the purchaser's request of \$700 and was approved to allow a refund of \$350.00.

A motion by Charles O'Bringer to give Supplies4gi's an additional check for \$150 this motion was approved. A check will be given to Cherie Cope. This totals \$400.00 from our chapter to Supplies4Gi's. Cherie was very thankful as she was short the funds to ship 25 boxes.

Treasurers Report:

Treasurers report was given by Pam Ray

President's Report:

Eagle aircraft is giving Chapter 104 members a discount. Please help spread the word on this and encourage your aviation friends to join EAA and our chapter and enjoy the savings.

The soup off with the PCPA is on. We need to select a date and time in February or March for this that works for both groups. Also let's start talking about some ideas for the soup off. We made the chapter room available for the PCPA Christmas party this Saturday as their facility is too small to hold the event.

As mentioned at the last several meetings, 2010 Air Academy space is available in all camps at this time. If we are interested in sponsoring an attendee, we would be required to send in a deposit for an unnamed attendee to hold a space and then name the attendee and gender by March 31st. There are three different age group camps with different costs. If we do not have anyone to send will give our points earned to the Michigan City chapter.

We are looking for help with the newsletter. If you would like to assist please contact me. Also please send me articles or thoughts for the newsletter.

We're continuing to go a little greener. If you would like to help the chapter save money, ink, paper, and postage, sign up for the electronic **only** copy of the newsletter. We are seeing significant savings by doing this and keeping your dues low.

Young Eagles Report:

Dennis said nothing at this time

Webmaster's Report:

After the sale of the BD5 the for sale section was removed from the website. A link to Supplies4gis was added to our website. Rick is thinking of adding a recognition to sponsors on the website. Please visit the website and send Rick pictures of your building or your planes

Builder's Night and Project status:

Builder's Night is every Tuesday except the monthly meeting night.

No Build night between Christmas and New Years.

Visit the website to see what people are working on and if you would like to help.

Eagle Soars:

Bruce will be speaking with the parents of the child to determine a flight school choice.

A motion to fund to a maximum allowed dollar amount of \$2500.00 is being presented to all members please vote.

Bruce, Dennis and Ed will be reviewing flight school choices, pros and cons and we would like to narrow the choice to 3 among them;Eagle, Don Air, Lowell or Laporte.

We Care:

Ray Dolph passed away Sunday, November 29th. The chapter sent a floral arrangement on behalf of all members. The chapter was named as one of the memorials for donations rather than flowers. Charlene now has home care but still helps out with the newsletter.

Two Month Look Ahead:

Please remember that we are always looking for information to include in the newsletter. Next meeting is January 12th

Respectively submitted,
Pam Ray
Chapter Secretary