

EAA CHAPTER 104 NEWSLETTER

EAA CHAPTER 104 MONTHLY MEETING

Friendship & Flying – “For The Fun of It”

February's Meeting will be at the Starke County Airport (OXI) at 7 PM Check the map in the Presidents letter

MONTHLY CHAPTER MEETING TUESDAY- Feb. 12th, 2013

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

CHAPTER WEBSITE: www.eaa104.org

**See you at the Feb. 12th meeting. Bring a Friend.
Remember the meeting is at the Starke County Airport**

Experimental Aircraft Association

Jim Haklin, Editor

3363 W. 1350 S.

Hanna, Indiana 46340

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

Presidents Page
Rick Rozhon
February 2013



The temperatures today remind me that winter is upon us. Single digits are not really my cup of tea and apparently, it may be the reason that some folks (a.k.a. J.H.) winter in Mexico. Well, good for you Jim!. Last month I talked a little bit about the MOA air space. Our sectionals point out which air spaces are restricted and which ones are not. It's a very clear distinction and if we enter a restricted air space we can expect consequences. [AOPA live this week](#) had a follow up and article about a glider pilot who was arrested, for entering a nonexistent "no-fly" zone. This is not recent news, but happened in July. See this original article. <http://www.aopa.org/aircraft/articles/2013/130110secret-no-fly-zone.html> Apparently he was soaring cross country and was flying over a nuclear power plant on his way to search for lift at a nearby lake. According to the article " No airspace restrictions were printed on sectional charts; no notam marked the area off-limits. When a woman at Hartsville Regional Airport relayed over the Unicom that law enforcement wanted him to land, he had flown to that airport and landed, greeted by a swarm of law enforcement vehicles." The arrest warrant referred to a "no fly zone." The incident report said that "a glider or drone had infiltrated the restricted airspace over the H.B. Robinson Nuclear Power Plant." He was arrested for breach of peace. Eventually all the charges were dropped but he did spend 24 hours in lock up. Facilities such as the Robinson plant are addressed in an FDC notam issued following 9/11: "In the interest of national security and to the extent practicable, pilots are strongly advised to avoid the airspace above, or in proximity to such sites as power plants Pilots should not circle as to loiter in the vicinity over these types of facilities." Because gliders routinely circle to gain altitude in thermals, the Soaring Society of America sought a clarification from the FAA, posting on its website on March 7, 2002, that the FAA did not consider this behavior loitering. "The key is to spend only as much time as needed to gain lift and move on beyond the facility," the association wrote. So even when you know you are legal, some uninformed folks may think you are not. According to AOPA article local law enforcement does not have the authority to order an aircraft to land. So I guess I will just keep my intercept procedures handy and hope I will never have to use them.

A reminder to all our members: We understand that not every one can make all the meetings, but please keep in mind that the chapter membership runs from Jan 31, 2013 thru Jan 31, 2014. If you are not able to attend a meeting and renew in person, then please send an email to one of the officers and indicate your intent to renew so we can maintain an accurate membership count.

Chapter BYLAWS:

Pursuant to ARTICLE VII -7 of the By-Laws of Experimental Aircraft Association of Northwest Indiana Chapter #104 a 30 day notice is here by given.

At the January meeting, the members passed a motion to change the by laws relating to the Quorum. Suggested change to Article VII-5 would "strike" all existing verbiage in the current amendment and change the new amendment to read as follows:

Article VII Meetings of Members

A. "At any non election meeting of the members, a quorum shall consist of the members present at the meeting".

B "At any election meeting of the members, a quorum shall consist of 5".

Section XIV, Dissolution of Chapter

A. We would also "change" the number 11 to 5.

Voting on the proposed change will be at the March 12, 2013 meeting.

SOUP OFF IS ON !!!

March 2, 2013 12:00 PM NOON

EAA Chapter Room

In a repeat match, Iron Chefs from EAA 104 and PCPA will match culinary skills for the BEST SOUP of PORTER COUNTY REGIONAL AIRPORT.

We encourage all members to attend and sample the soups and cast your vote for the best. The winning chef will have his/her name and club name permanently affixed to the Traveling Soup Trophy. As in the past we are seeking 5 to 6 entries from EAA104. For you pilots that belong to both organizations, well, you'll have to declare your party...I know you will do the right thing. Members can also bring a dessert, bread, crackers etc. This is one of the more fun events and we really encourage your participation. Last year the room was filled, so lets do it again!

Guidelines for chefs:

Bring 3 quarts of soup +-...

Bring copies of recipes (we can use the chapter copy machine)

No chili- some don't consider that soup

NEXT MEETING:

February 12, 2013

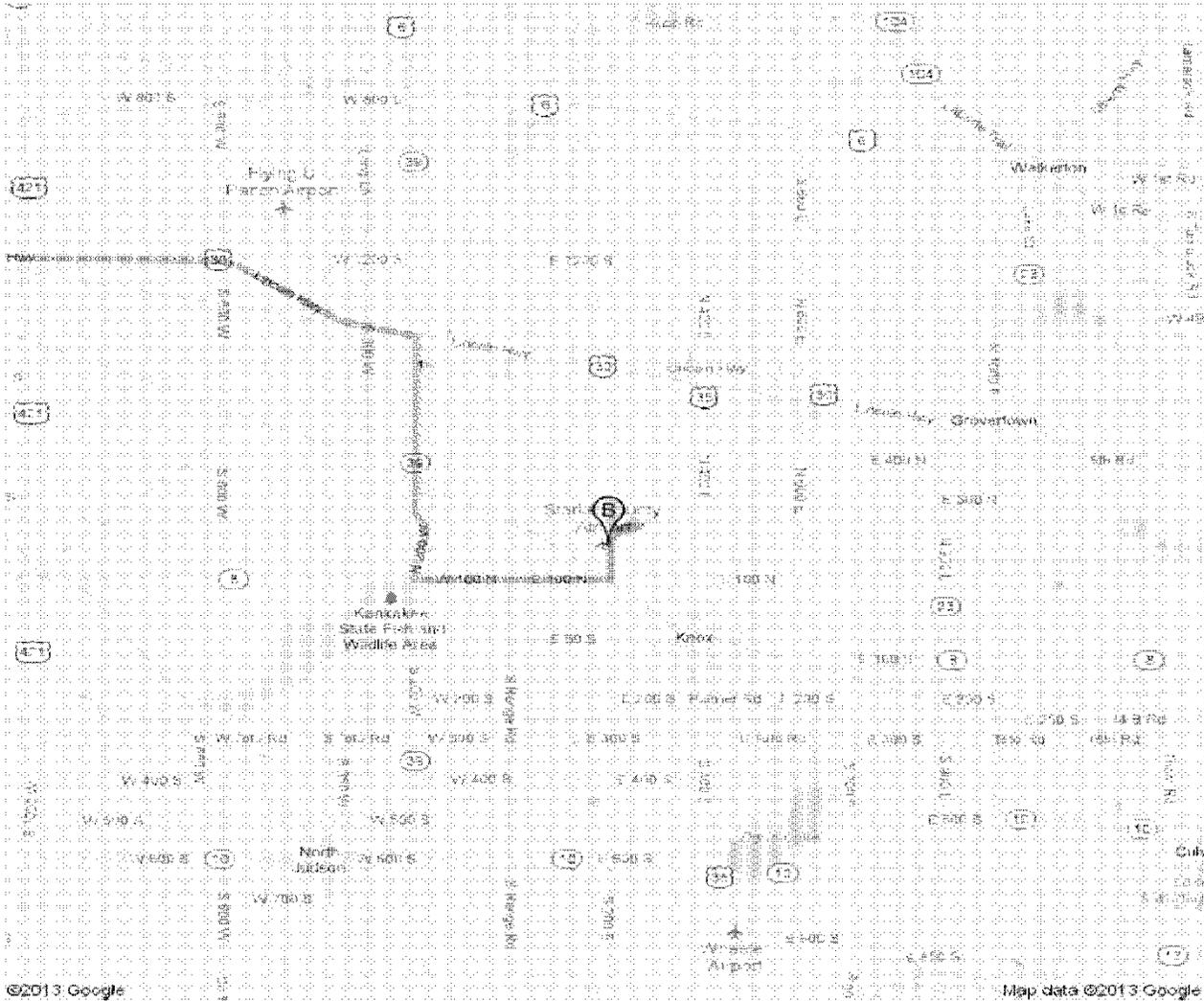
Starke County Airport (OXI)

7 PM

Please visit EAA104.ORG



Directions to Knox, IN 46534
30.1 mi – about 43 mins



Northwest Indiana EAA Chapter 104

January 8, 2013 Meeting Minutes

1. Call to order and pledge of allegiance.
2. We had 12 members present and no guests
3. December 2012 minutes reviewed and accepted
4. Old business.
5. New business. We had a quorum of members present tonight (more than 11) so any new proposals voted on will be binding.

One of the first topics of discussion was the number of people we need to constitute a quorum for voting purposes. Since we have many meetings where we do not have a quorum present it makes it difficult to vote on business issues. It was suggested that we lower the quorum requirements from the current 11 to 5. This was the quorum level in the not too distant past. A motion was made and tentatively approved to lower the quorum level to 5. Since we will not have a business meeting next month, this will be officially voted on at our March meeting.

6. Treasurers report. A Report was given by Rick Schreiber. Everyone needs to pay their 2013 dues as soon as possible. At this time of year we have a number of heavy expenses and our dues help pay for our continuation.

7. Presidents report:

8. Webmasters report. Rick Rozhon still continues to investigate other options for hosting our web site. Currently it appears that moving our web site to the one hosted by the EAA is more effort than we have manpower to handle. Since our current provider is relatively inexpensive and the web site is running OK, we will stay with the status quo. Since Rick Rozhon has been elected our new President, he is still looking for some enterprising individual to take over the webmaster duties from him.

9. Newsletter editor report. No report, our editor has fled the country.

10. Young Eagles coordinator report. We have found a new Young Eagles coordinator. Jim Sherrick has volunteered to take over this position.

11. Build night report & projects status. Jim Sherrick brought in one of his control surfaces of of his ultralite. The fabric is old and tired and he would like to recover it. He is looking for help, ideas and suggestions.

Rick Rozhon would like presentations at our monthly meetings from those of us currently building. The presentations should have slides and last about 15 minutes.

12. We Care. Welfare of our members: Charlie Obringer reported that his wife's health has improved and she is doing much better. We still have not heard from Larry Larmon in some time.

13. Two month look ahead: The PCPA/Chapter 104 soup if is scheduled for Saturday, March 2nd .

The next chapter meeting will be at Starke Co. Airport in Knox, IN. The date and time remain the same, Feb 12 at 7:00 PM. This time of year Knox is the same time as Porter Co. Rick Schreiber will be giving a slide and video presentation of flying out west. Anyone needing transportation contact Rick Rozhon 219-309-6580, Ed Hanson 219-309-6580 or Rick Schreiber 219-531-7620 and we will see about arranging car pooling options.

Respectively submitted,
Rick Schreiber
Chapter Secretary/Treasurer

Stuff in the NL:

1. The meeting will be at the Starke County Airport on February 12th, 7 PM
2. Remember the Soup Off. Info in the President's letter.
3. Check out Rick's Piet.
4. Review the info about the meeting forum in the President's letter.

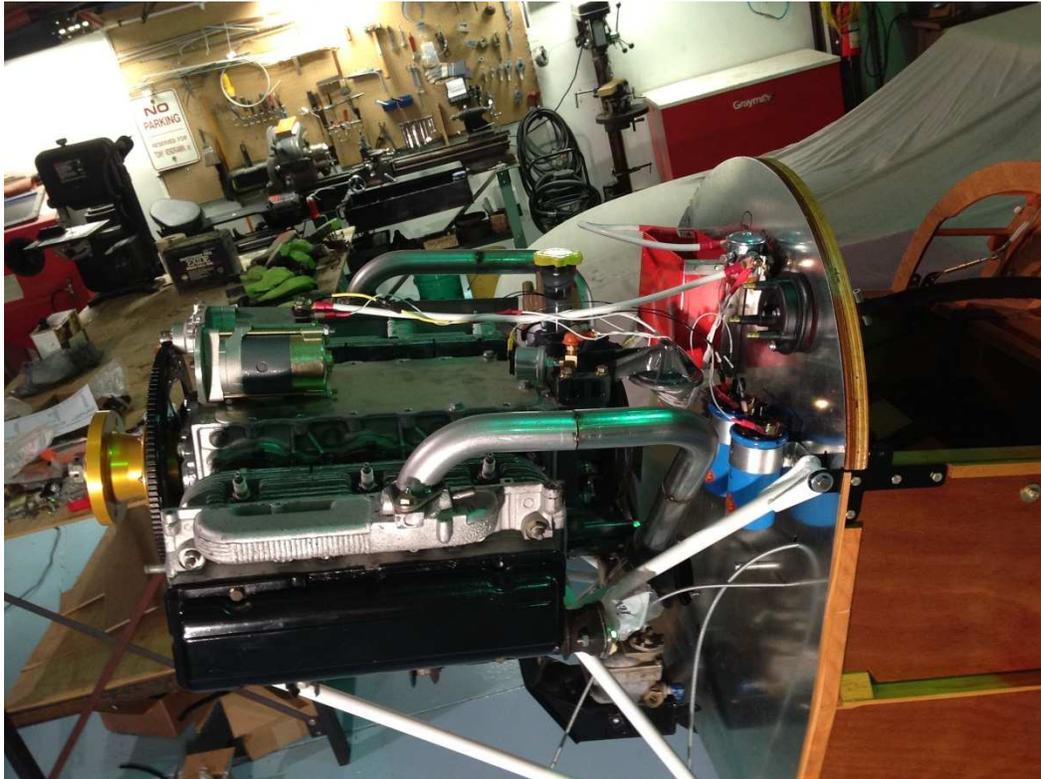
That's about it for now. Keep the snow shovels handy, at least up there...:0)

Jim H NL Ed

From Rick Schreiber Piet Builder Extraordinaire:

Here is a status report on my Pietenpol project. I have been working on the project almost every day until the cold weather finally arrived. I have now moved the project out of my unheated hangar to a heated one.

The Corvair engine is now mounted as I get ready for the first engine start. The wiring up to the firewall has been complete for some time now, but as of a few days ago it is complete firewall forward. I bought an Odyssey 680 battery with a metal jacket battery box a couple of months ago. Since I knew my plane would not be ready for first flight for a number of months, I kept the battery box and sold the battery to Pete Million for his RV-7 project. Pete's RV-7 will likely fly before my Piet and I did not want the battery to sit unused. I plan on just using a car battery for my initial engine run.



The entire airframe is covered except for the fuselage. Since the fuselage requires only gluing of the fabric and no rib stitching, I think I can get it done in 2 or 3 days. Like everything else I'll probably find that it will take twice as long.

