

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- September 14, 2010

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

CHAPTER WEBSITE: www.eaa104.org

**See you at the September 14th meeting.
We'll be voting on hosting the B-17 for next year.**

Experimental Aircraft Association

Ed Hanson, Editor

295 S County Line Rd

Crown Point, Indiana 46307-9117

Phone: 219-988-4879

FIRST CLASS

EAA CHAPTER 104 MISSION STATEMENT

Foster, promote, and engage in aviation education.

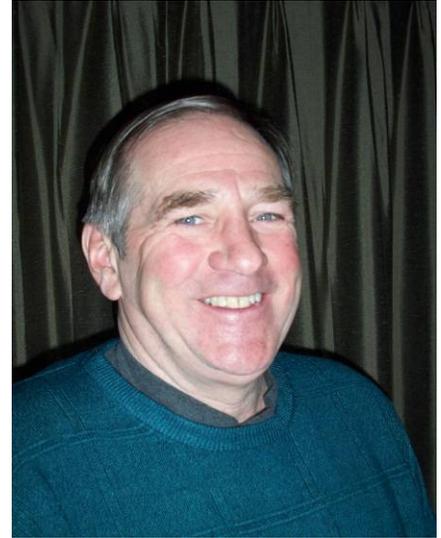
Promote, encourage and facilitate membership
in the Experimental Aircraft Association.

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

President's Page

Ed Hanson

September 2010



A taste of fall is definitely in the air these days as I walk my nearly half mile driveway trek to get the morning papers. With the cooler temperatures, Life seems to slow a bit from the busy summer months. Smooth crisp air welcomes the flyers who venture aloft to break the bonds of earth for a few moments. I hope all our members get a chance to partake in a flight soon.

I have spent the past few weeks fabricating the exhaust system for my KIS Cruiser. I selected the method of building a four into one exhaust system out of 1-1/2" PVC piping and fittings then sending it to a fabricator to duplicate out of stainless steel. The concept is to end up with each primary pipe being the same length from the cylinder exhaust port to the collector. This may initially seem easy enough but gets a little tricky trying to find the ideal routing for several extra inches of pipe and avoiding engine mounts, close cowling areas and the like. I believe I finally conquered it and plan to send my model to the fabricator soon. The checkout gal at my local aircraft parts supply store, aka a hardware store, must think I'm the worst plumber around due to my frequent trips for more fittings. The guys at build night seem to enjoy checking out the latest exhaust system progress and the bucket full of prior failed designs.

At our September 14th meeting, the Chapter will be having final discussions and a vote to apply to host the EAA B-17 next year. This will require some sincere effort on our part if we choose to pursue a slot, but will generate a nice source of revenue if we are selected as a stop. Most likely, the visit would fall during the week rather than a weekend since weekends are planned for the larger airports and cities. Make plans to attend the meeting and vote your pleasure.

We will need to select a date for our fall banquet and awards dinner. Check your schedules and ask your spouse or significant other to do the same. We'll kick this around and pick a date at the October meeting.

Please work, play and build safely.
Ed Hanson



Article by Dennis Funkhouser

On August 22, 2010 three pilots from VPZ flew to Kentland, IN for breakfast. They were from left to right in the photo **Rex Polovich, Dennis Funkhouser and David Clark**. The Truck Stop Diner is about two hundred yards from the ramp along highway 41 to the right of the airport entrance. I would give it a three pancake out of five possible rating. Our main goal was to show support for the Kentland airport (50I) and sign the log in the office. It was a hot but clear and pleasant ride. We were up before the thermals.

Kentland has no weather reporting so we tuned in Rensselaer. Their ASOS reported minus seven degrees Celsius for the temperature. Kentland is the same distance from VPZ as Rochester, 46 knots, with a 9 - 27 runway.

As we understand the situation the land owners around the airport want to shut it down so they can lease land to the wind mill companies. The area south of Kentland looks like a sea of wind generators. While these are a good thing there is plenty of empty land away from the airport. If you get the chance stop in to visit Kentland, sign the log and show your support for this Indiana airport.

Nathan Nagle may be joining the pilots flying for breakfast now that he has made his solo flight. In the picture he seems to be pretty confident. So what's for breakfast? Clear skies and good landings we hope. Good job Nate!



September 18th is the date for the **Porter County Pilots Association Burger Bash and Poker Run**. EAA members are invited. You still have time to visit five of the participating airports by air or auto to pick up a poker hand card. Please contact a **PCPA** member for more information.

Also on the 18th, a FLY- IN will be conducted at the former Grissom AFB. If you feel the need to land and take off on a really LARGE runway, this is the place for you.

We wish good weather to our 99 er friends who will be participating in their 27th annual air rally also on the 18th.

Looking ahead, EAA members are invited to the **PCPA Chili Fest** to take place October 17th at Louie's hangar. Once again, please contact a **PCPA** member for more information.

Midwest LSA Expo will take place September 23-25 at Mount Vernon IL Outland Airport (MVN). Visit www.midwestlsashow.com for more information. See the Chapter 1155 flyer included in our electronic newsletter.

Chapter Elections This is election year for our chapter. An election nominating committee was appointed at the August meeting. Per our bylaws, the names of the Chapter Members appointed to the Nominating committee shall be published in the next Chapter Newsletter and they are listed below.

Jim Haklin, Committee Chairman
Rick Schreiber
Rick Rozhon

The membership will be notified of the nominees for the various offices in the October newsletter with elections to take place at the October 12th Chapter meeting. Nominations from the floor may also be made at the October 12th meeting.



Chapter 104 Safety Moment Clear!

It's become embedded in our personal checklists. Before engaging the starter, we're all taught to yell CLEAR!

But do we allow enough time for someone in the prop danger zone to get out of the way? Check out startup activities at your airport. Most of the time, when you hear CLEAR, that prop is starting to swing. Perhaps we should change the statement to CLEAR THE PROP and then pause a few seconds before engaging the starter to allow someone who may be kneeling out of sight to check a nose wheel or something adequate time to react.

Need a strap duplicator? You already have one. Sometimes, when building, the need arises to transfer the location of a hole from an underlying material to a top sheet of material. The tool suppliers are ready to sell you a fine device called a strap hole duplicator. But if you want to get by on the cheap, consider making your own by attaching two old shiny hacksaw blades together at one end with a 6-32 screw and nut. On the other end of one blade, cover the hole with some masking tape then with a small awl, press a starting hole in the center of the hole thru the tape followed by a rivet, sized to fit into the hole you're trying to duplicate, inserted so the shank protrudes away from the other blade. Cover the rivet head with another small piece of tape and confirm the rivet is in the center of the blade hole. About midway down the blades, tape the together to hold them in alignment. Now position the device so the rivet shank slips into the original hole, the other blade goes over the top sheet material and mark or drill thru the empty hole.

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

Minutes of Monthly Meeting, August 10, 2010

The meeting was called to order and The Pledge of Allegiance was led by President Ed Hanson at 7:00 PM. We welcomed guest Gene Clifford of the PCPA.

BUSINESS MEETING:

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

Old Business:

Discussion on hosting the EAA B-17 for 2011.

Jim Haklin wrote a nice article for the newsletter outlining the visit tasks. Dave Thomas has previously offered to chair the event. Oct1st is the application deadline. We will vote on this at our September meeting.

A discussion was held on possibly having Aluminum Overcast on a weekend and also have our Pancake Breakfast. We need to check Flyin.com for a schedule of competing Fly Ins 90 days ahead of event. Possibly also have a car or motorcycle show in conjunction with the B-17 and/or Pancake Breakfast.

New Business:

Smaller children have trouble seeing over the instrument panel during Young Eagle flights. Purchase of a couple pilot elevator cushions for our Young Eagles? Sporty's has two sizes available for \$45 and \$55 each. Each cushion has a removable bottom and a back. It was decided to purchase one cushion. Rick Ray to handle.

Treasurers Report:

Treasurer's report was given by Rick Ray.

President's Report:

Quality control comments for the food booth.

What worked and what didn't. Thanks to all who volunteered!

Setting up the tents a little outside the fence line kept things dryer.

Opening at 7AM worked out without the loss of any business. Would 8AM be even better? It was decided that a 7AM start is fine.

Just in time inventory control resulted in virtually no leftover food.

Adding bananas worked out good.

We needed a few more volunteers after the first few days. Should we limit the signup spaces per shift to four or five volunteers to try to even this out?

EAA has a new president Rodney Hightower. It seems he and I have a common friend who introduced us over the internet this week. We have been emailing on EAA involvement. Good to have a friend in charge.

Please email me articles or thoughts for Your newsletter.

Appointment of a three member Election Nominating Committee for president, vice president, secretary/treasurer or separate secretary and treasurer, and three elected board members. Jim Haklin, Rick Rohzon and Rick Schreiber “volunteered” to be the Nominating Committee with Jim as Chairman.

The Valparaiso Chamber of Commerce recently held a Luau at Porter County Airport to raise awareness of the airport. Jim Haklin reported that 400 people attended and a good time was had by all.

Young Eagles Report:

Last Young Eagle Rally of the year will take place October 9th, with a Rain Date of Oct 10. Keep up the advertising, it is working.

Webmaster’s Report:

Last month saw 485 hits. The most popular are still the project photos and newsletter.

Builder’s Night and Project status:

We have been meeting at Ed Hanson’s shop and working on landing light lenses and firewall forward items. All members are welcome.

Jim Haklin provided a Show and Tell with his air/oil separator, Chevy alternator and exhaust connection.

Rick Schreiber is trying to find a crank without cracks.

Jim and Rick attended the Broadhead Piet convention and reported it was a very stormy weekend.

Future Flyers Scholarship Fund (formerly named Eagle Soars):

All donations received will benefit a child to have their flight school training up to solo paid by EAA chapter 104.

Nate Nagle is getting close to his solo.

We Care:

Fortunately there is nothing new to report.

Two Month Look Ahead:

PCPA Steak Fry is this Saturday.

LaPorte Pancake Breakfast is this Sunday.

Build night every Tuesday except meeting nights.

Next meeting is September 14th.

Last Young Eagle Rally of the year will take place October 9th.

Chapter elections will take place at the October 12th meeting.

The meeting was adjourned at 8:15.

Respectively submitted,
Pam Ray
Chapter Secretary

Invitation

Chapter 1155 would like to invite members
of your chapter to attend the . . .

MIDWEST LSA EXPO

September 23 - 25, 2010

@ Mt. Vernon Outland Airport (KMVN)

Mt. Vernon, IL

Contact: Chris Collins, (618) 242-7016, managemvaa@mvn.net

The Midwest LSA Expo is "***The Place to be for Aviation in the Fall!***" The event enters its second year with a sold out flightline full of Light Sport Aircraft, an exhibitor hall filled with the latest and greatest aviation suppliers have to offer, and an impressive schedule of forums/seminars presented by the best in the industry. It's all here. It's September 23-25, 2010. And it's at Mt. Vernon Outland Airport (KMVN), Mt. Vernon, Illinois! www.midwestlsashow.com

FEATURING:

*The U.S. Debut of the **Ekolot KR-030**, the **Alto-100**, and the **Italian F30**.*

*The brand new **Lycoming IO-233 LSA** powered **Falcon LS**, the **iPad** equipped **iCub**, and the **AOPA Sweepstakes Remos**.*

*The latest and greatest from industry giants **Garmin** and **Dynon**.*

Over 50 different aircraft ranging from the sleekest SLSA, Gyros, Motor-Gliders, Part 103's, and weight shift trikes, many available for demo flights at our airport during the event . . . no waiting!

The Midwest LSA Expo is the most convenient and affordable aviation event in the country. Located at the crossroads of two major interstates, over 50% of the U.S. population is within an eight hour drive. Over 1,200 motel rooms and 60 restaurants are within *three miles*.

CONTACT INFORMATION:

For more information, visit www.midwestlsashow.com, call (618) 315-5462, or e-mail managemvaa@mvn.net

ADDITIONAL INFORMATION:

Aircraft/Automobile/Motorcycle Parking is free!

Ground transportation to and from Hotel Row is free!

On-Field Camping (with aircraft or at our lakeshore shelter) is free!

Daily admission is only \$8

SAVE A BUCK PER DAY! Go to www.midwestlsashow.com and click on the coupon button located between the video and Exhibitor Quick Links to save \$1.00 per admission per day.

Late September in southern Illinois brings great weather conditions and beautiful scenery. Please join us as we promote the LSA Industry and Sport Pilots!



Private Pilot Ground School

September 14th – October 21st
Tuesday and Thursday evenings from 6:00 - 8:00 PM

Instrument Ground School

October 26th – December 16th
Tuesday and Thursday evenings from 6:00 - 8:00 PM

Fall Open House

October 23rd
Noon - 3:00 PM

Take a tour of Eagle Aircraft, enjoy lunch and meet our Instructors.

News

New Pilot Club Membership Fee

We are now offering ½ off of the one-time membership fee.
Join today for \$150 and a monthly fee of \$45. Club members receive a special aircraft rental rate, as well as many other benefits.

Partnership with Valparaiso University

Eagle is working with Valparaiso University on their new Aeronautical Principles Program offered to anyone with a Bachelors Degree. Courses include Private, Instrument and Commercial.

*For more information contact Eagle Aircraft at (219) 464-0132

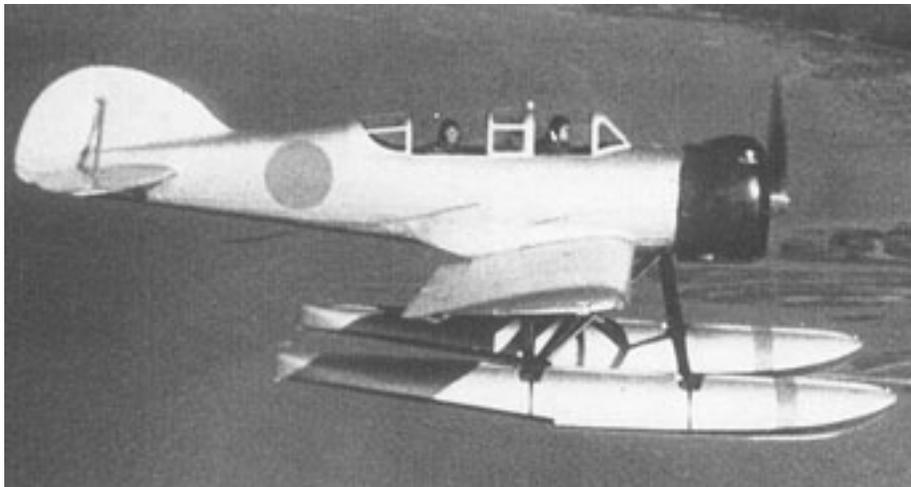
This interesting article has been circulating on the internet recently.

The Day a Japanese Plane Bombed Oregon

Thanks to Jack Lehman, Navy Diver (Ret.), for bringing this to my attention. Authored by Norm Goyer, it was found on Aircraft Market Place Blog.

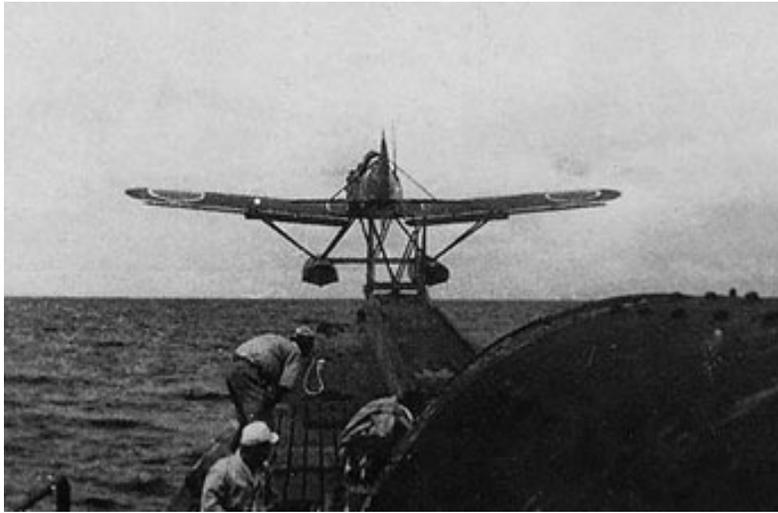
September 9, 1942, the I-25 B1 type Japanese submarine was cruising in an easterly direction raising its periscope occasionally as it neared the United States Coastline. The B1 type was the most numerous class of Japanese submarines. They were fast, long-ranged, and carried a seaplane behind watertight doors, which could be launched on a forward catapult.

Japan had attacked Pearl Harbor less than a year ago and the Captain of the attack submarine knew that Americans were watching their coast line for ships and aircraft that might attack our country. Dawn was approaching; the first rays of the sun were flickering off the periscopes lens. Their mission; attack the west coast with incendiary bombs in hopes of starting a devastating forest fire. If this test run were successful, Japan had hopes of using their huge submarine fleet to attack the eastern end of the Panama Canal to slow down shipping from the Atlantic to the Pacific. The Japanese Navy had a large number of I-400 submarines under construction. Each capable of carrying three aircraft. Pilot Chief Warrant Officer Nobuo Fujita and his crewman Petty Officer Shoji Okuda were making last minute checks of their charts making sure they matched those of the submarine's navigator.



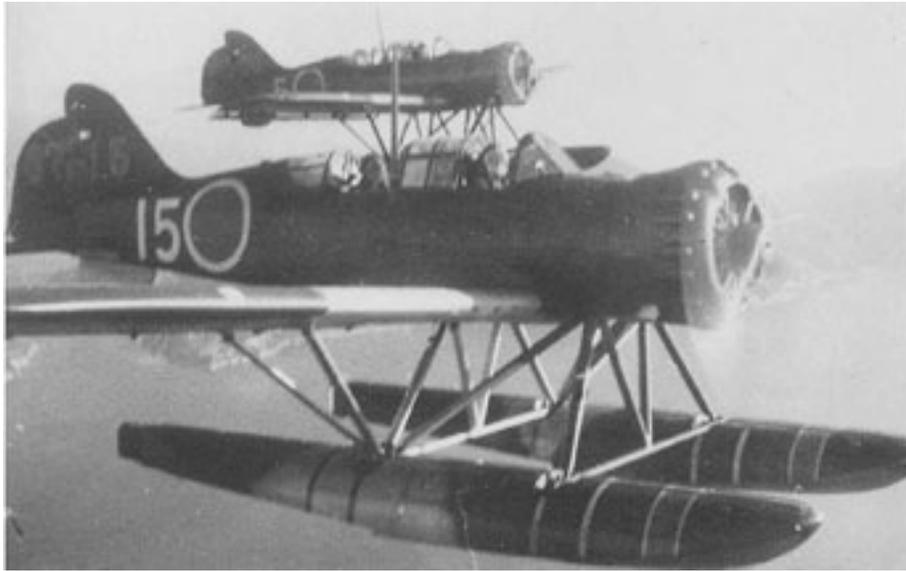
The only plane ever to drop a bomb on the United States during WWII was this submarine based Glen.

September 9, 1942: Nebraska forestry student Keith V. Johnson was on duty atop a forest fire lookout tower between Gold's Beach and Brookings Oregon. Keith had memorized the silhouettes of Japanese long distance bombers and those of our own aircraft. He felt confident that he could spot and identify, friend or foe, almost immediately. It was cold on the coast this September morning , and quiet. The residents of the area were still in bed or preparing to head for work. Lumber was a large part of the industry in Brookings, just a few miles north of the California Oregon state lines.



The aircraft carried two incendiary 168 pound bombs and a crew of two.

Aboard the submarine the Captain's voice boomed over the PA system, "Prepare to surface, aircrew report to your stations, wait for the open hatch signal" During training runs several subs were lost when hangar door were opened too soon and sea water rushed into the hangars and sank the boat with all hands lost. You could hear the change of sound as the bow of the I-25 broke from the depths, nosed over for its run on the surface. A loud bell signaled the "All Clear." The crew assigned to the single engine Yokosuki E14Ys float equipped observation and light attack aircraft sprang into action. They rolled the plane out its hangar built next to the conning tower. The wings and tail were unfolded, and several 176 pound incendiary bombs were attached to the hard points under the wings. This was a small two passenger float plane with a nine cylinder 340 hp radial engine. It was full daylight when the Captain ordered the aircraft to be placed on the catapult. Warrant Officer Fujita started the engine, let it warm up, checked the magnetos and oil pressure. There was a slight breeze blowing and the seas were calm. A perfect day to attack the United States of America. When the gauges were in the green the pilot signaled and the catapult launched the aircraft. After a short climb to altitude the pilot turned on a heading for the Oregon coast.



The "Glen" was launched via catapult from a I-25 class Japanese submarine.

Johnson was sweeping the horizon but could see nothing, he went back to his duties as a forestry agent which was searching for any signs of a forest fire. The morning moved on. Every few minutes he would scan low, medium and high but nothing caught his eye. The small Japanese float plane had climbed to several thousand feet of altitude for better visibility and to get above the coastal fog. The pilot had calculated land fall in a few minutes and right on schedule he could see the breakers flashing white as they hit the Oregon shores.

Johnson was about to put his binoculars down when something flashed in the sun just above the fog bank. It was unusual because in the past all air traffic had been flying up and down the coast, not aiming into the coast.

The pilot of the aircraft checked his course and alerted his observer to be on the lookout for a fire tower which was on the edge of the wooded area where they were supposed to drop their bombs. These airplanes carried very little fuel and all flights were in and out without any loitering. The plane reached the shore line and the pilot made a course correction 20 degrees to the north. The huge trees were easy to spot and certainly easy to hit with the bombs. The fog was very wispy by this time.



Warrant Officer Fujita is shown with his Yokosuka E14Y (Glen) float plane prior to his flight.

Johnson watched in awe as the small floatplane with a red meat ball on the wings flew overhead, the plane was not a bomber and there was no way that it could have flown across the Pacific, Johnson could not understand what was happening. He locked onto the plane and followed it as it headed inland.

The pilot activated the release locks so that when he could pickled the bombs they would release. His instructions were simple, fly at 500 feet, drop the bombs into the trees and circle once to see if they had started any fires and then head back to the submarine.

Johnson could see the two bombs under the wing of the plane and knew that they would be dropped. He grabbed his communications radio and called the Forest Fire Headquarters informing them of what he was watching unfold.

The bombs tumbled from the small seaplane and impacted the forests, the pilot circled once and spotted fire around the impact point. He executed an 180 degree turn and headed back to the submarine. There was no air activity, the skies were clear. The small float plane lined up with the surfaced submarine and landed gently on the ocean, then taxied to the sub. A long boom swung out from the stern. His crewman caught the cable and hooked it into the pickup attached to the roll over cage between the cockpits. The plane was swung onto the deck, The plane's crew folded the wings and tail, pushed it into its hangar and secured the water tight doors. The I-25 submerged and headed back to Japan. Destroyer USS Patterson sank I-25 off the New Hebrides on 3 September 1943, almost exactly one year after the Oregon bombing.

This event ,which caused no damage, marked the only time during World War II that an enemy plane had dropped bombs on the United States mainland. What the Japanese did not count on was coastal fog, mist and heavy doses of rain, which made the forests so wet they simply would not catch fire.



This Memorial Plaque is located in Brookings, Oregon at the site of the 1942 bombing

Fifty years later the Japanese pilot, who survived the war, would return to Oregon to help dedicate a historical plaque at the exact spot where his two bombs had impacted. The elderly pilot then donated his ceremonial sword as a gesture of peace and closure of the bombing of Oregon in 1942.