

# 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- October 12, 2010**

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

**CHAPTER WEBSITE: [www.eaa104.org](http://www.eaa104.org)**

Chapter elections are on our agenda for the October meeting.

Experimental Aircraft Association  
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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.

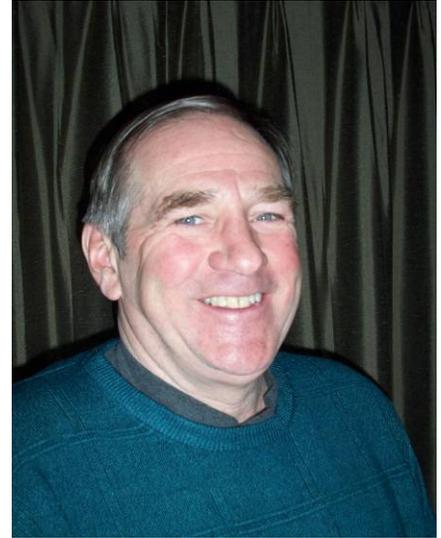
# President's Page

Ed Hanson

October 2010

Recently I was selected as part of a specialized team to remove, reset the course pitch, and reinstall the massive constant speed propeller for member Larry E. Larmon's Howard DGA.

Some folks would think I was selected for my vast experience with this type of propeller or my expert mechanical ability. However, just let me state, I know nothing about propellers and my mechanical ability may be an oxymoron. I made the cut only because I met the project criteria of being available on the day of the project and being capable of lifting about eighty pounds which would be my half of the propeller assembly weight.



The Howard's 450 horsepower Pratt & Whitney engine swings a large prop and every piece of the assembly is beefy. Our goal was to reduce the prop's course pitch so the engine could develop more static RPM and horsepower than was now possible. The team approached the project like a journey. We ventured deeper and deeper into the assembly solving each little mechanical setback with a check of the instruction manual and farmer mechanical ingenuity. Finally, laid out before us on the workbench was the mother lode, the four small pitch indexing pins and corresponding choice of holes in the prop blade hubs. Now, the team was faced with a decision, which direction to adjust the pitch? Team leader Larry pulled out his notes and we conferred. We made the decision, rotated the blades to the new position and attempted to install the indexing pins in the new holes. The pins were stubborn and refused to go in. We were even more stubborn and got a bigger hammer. We won!

We were on the roll now having conquered the summit and on our way back. We started the reassembly and after some manual checking, we had the hub back together and were starting to install the back pan for the spinner when it happened. A little 8-32 anchor nut plate that had been spot welded on the pan in 1943 fell off. This little two gram item brought our journey to a screeching halt. The nut plate had to be re-welded before we could proceed since the pan had to be installed before we lifted the prop assembly onto the waiting crankshaft. And so it is with building and repairs, sometime the smallest of things can bring a large project to an unexpected stop.

Please work, play and build safely.

Ed Hanson



A big Chapter 104 **THANK YOU** to the following members for their donations to the chapter. **Jim Haklin** for a great refrigerator, **Phil Malis** for a collection of WWII aircraft VHS tapes, and **Paul Huang** for a propane grill. We appreciate the members thinking of the chapter when the time comes to pass an item on that may be of use to someone else.

Our last Young Eagle rally of 2010 will take place Saturday October 9<sup>th</sup> with an October 10<sup>th</sup> rain date. Please plan to attend and help with the registration and ground support. We start registering at 8 am, so plan to arrive a little before that. We'll wrap up around noon and enjoy a grill lunch. **Dennis Funkhouser** has recruited several pilots for this event and **Rick Ray** has promised us good weather so it should be a good day.

We have just received notice from EAA the **EAA's World of flight 2011 Calendars** are available to order. To see pictures of the calendars online, please visit <http://www.shopeaa.com/2011worldofflightcalendar.aspx>. The chapter can place an order for these at special pricing if enough members are interested. We'll take a count at our October 12<sup>th</sup> meeting to see how many members are interested in purchasing calendars.

We have also received an invitation for our members to participate in the **EAA/Ford Partner Recognition Program**. EAA members receive substantial savings with a negotiation- free, fixed price, in addition to applicable rebates and incentives on the purchase or lease of a new Ford vehicle through the program. More information is available at the meeting. Help the economy- buy a new car or truck.

#### **Date for the Awards Banquet**

Dates for the annual Awards Banquet were discussed during the September meeting. It was decided to publish the tentative dates of **Saturday November 13<sup>th</sup> or Saturday November 20<sup>th</sup>** in the October newsletter, then to decide on the date at the October 12<sup>th</sup> meeting. Please discuss the dates with your family and be ready to select a date at the meeting. We will also need to get an approximate head count of those planning to attend.

Our Webmaster **Rick Rozhon** recently participated in an **EAA webinar** on "**How to Grow Your chapter**" Rick will be giving us a little report on what he learned at our October 12<sup>th</sup> meeting. He has several ideas that we may want to implement to make the chapter more inviting to new members. Our thanks to **Rick** for taking the time to attend the webinar and getting involved with helping to grow our chapter.

### **WE BUILD AIRPLANES!**

Members, let us know how you are doing on your projects so we can inform the chapter.

*Did you know.....The Eisenhower interstate highway system requires that one mile in every five miles must be straight. These straight sections are usable as airstrips in times of war or other emergencies.*



It's that time of the year again to get serious about putting in a supply of firewood for the long cold winter ahead. Remember, "*He who cuts his own firewood is twice warmed.*" Chapter 104 members are welcome to contact Ed Hanson at 219.988.4879 to arrange a time to cut and split free firewood.

**Chapter Elections** will be conducted at the October 12<sup>th</sup> meeting. The nominating committee has provided the following:

The nominating committee has developed a slate of candidates for the election of president, vice-president, secretary, and treasurer for the year 2011. Also the committee has named three members for the Board of Directors. The nominees are:

President—Ed Hanson  
Vice-president—Rick Schreiber  
Secretary—Pam Ray  
Treasurer—Rick Ray  
Board members:  
Dave Thomas  
Jim Haklin  
Rick Rozhon

The nominations will be open to the members at the October meeting for anyone else that is interested in a Chapter position.



### **Plymouth Blueberry Festival Pancake Breakfast by Dennis Funkhouser**

Eight Valpo Pilots took six airplanes to Plymouth Airport on 9-5-2010 for the Blueberry Festival Pancake Breakfast. The photo is from left to right Richard Kalamir, Rex Polovich, Dennis Rattay, Dan Zanstra and Dennis Funkhouser. Plymouth always has good support from the local community for their pancake breakfasts and this one was no



exception. I would rate it 4 airplanes out of a possible 5.

We could not have asked for a better morning to fly. It was clear, 5 knots of wind out of the west and very smooth. I should note that several Porter County Pilots remembered to pick up poker run cards in the airport office. We also meet the new Airport Manager, Dave. He is an ex-State Police Officer who flew out of Porter County in the late 80's. I decided to catch up on my instrument proficiency on the way back. My safety pilot, Dennis Rattay, said he could see downtown Chicago from Starke Co. I'll have to take his word for that one. It was a very good flying day in Northwest Indiana.

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

Minutes of Monthly Meeting, September 14, 2010

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

**BUSINESS MEETING:**

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

**Old Business:**

Discussion and vote on applying to host the EAA B-17 for 2011.  
Dave Thomas has previously offered to chair the event. Oct1st is the application deadline.  
We will need 6 people to work the event. The membership voted to apply to EAA HQ.

For the next Young Eagles Rally we have ordered a pilot elevator cushion for smaller children to see over the instrument panel. It should be received in time for the October 8 event.

**New Business:**

Report of the Nominating Committee: Jim Haklin reported they have a full slate of candidates. The election will be held at our next meeting in October.

There was a discussion on possible dates for the Fall Banquet. November 13 and 20 were suggested. Please check these dates and we will decide on the date at the October meeting.

Thanks go out to:

Phil for donating Warbird videos for our library.  
Jim Haklin for donating a refrigerator.  
Paul Huang for donating a grill.

**Treasurers Report:**

Treasurer's report was given by Rick Ray.

**President's Report:**

Treasurer Rick Ray and I presented the PCPA with their check for the food booth at their September 1st meeting.

I'm passing around a thank you letter to Strongbow for the members to sign.

Bruce Bierma called this past weekend and offered to donate his partially completed stainless steel pancake batter mixer. Ed will be picking it up.

EAA is offering several Sport Air workshops in Indianapolis October 30-31<sup>st</sup>.

Please email me articles or thoughts for Your newsletter.

### **Young Eagles Report:**

Last Young Eagle Rally of the year will take place October 9<sup>th</sup>, with a Rain Date of Oct 10. Keep up the advertising, it is working. We need volunteers to make sure everything runs smoothly. Rick Ray volunteered to be in charge of good weather! (Huh??)

### **Webmaster's Report:**

The most popular are still the project photos and newsletter. Please forward project updates to Rick.

### **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. We meet at 7pm on Tuesdays. We will be building supports to hold all the miscellaneous parts for painting next week.

Larry Larmon will be pulling the Howard out this Saturday at 10AM. All are welcome to help.

### **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 completed his solo. Congratulations Nate!! We paid Eagle Aircraft the final balance.

### **We Care:**

Fortunately there is nothing new to report.

### **Two Month Look Ahead:**

Build night every Tuesday except meeting nights.

Next meeting is October 12<sup>th</sup>.

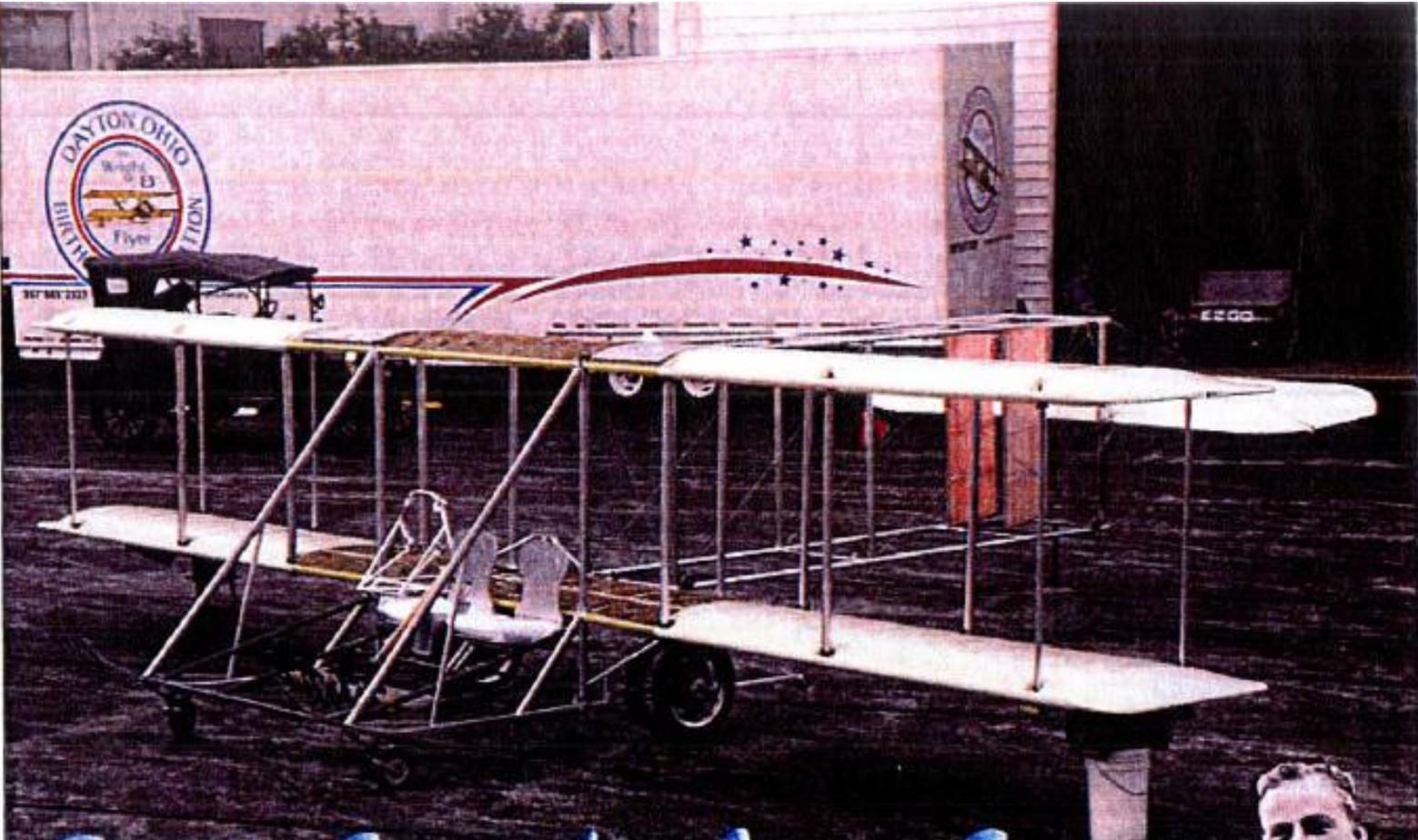
Chapter elections will take place at the October 12<sup>th</sup> meeting.

Last Young Eagle Rally of the year will take place October 9<sup>th</sup>.

Fall banquet will be coming up soon.

The PCPA will be having a chili dinner at Louie's hanger on October 17, 2010

Respectively submitted,  
Pam Ray  
Chapter Secretary



# Recall First Air Cargo Saturday



It seems air cargo price fixing had its real origins one hundred years ago. The idea was initially sparked when a Columbus, Ohio merchant by the name of Max Morehouse recognized the public interest in “flying machines” and struck a deal with the brothers Orville and Wilber Wright to transport 200 pounds of silk from Dayton to his dry goods store in Columbus.

Recognizing the value of their invention, the Wright brothers charged Morehouse \$5,000 to deliver the cloth.

Today’s equivalent value of the air cargo charge would exceed \$120,000. Morehouse

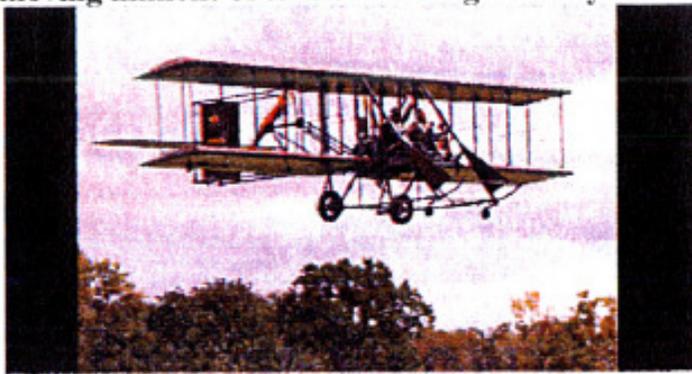
more than recovered his money for the flight by selling small pieces of the legendary silk attached to a postcard celebrating the world's first cargo delivered by airplane.

A young man named Phil Parmelee (above and inset) piloted the Wright B. Flyer on November 7, 1910.

He made the historic, 62-mile flight in 62 minutes, flying from Dayton to Columbus, his speedy arrival exceeding the expectations of all those who waited for him – as a result, only about 1,000 people saw him land.

Shortly thereafter, the crowd grew to around 4,000.

Those 200 pounds of silk cloth, traveling less than 100 miles, launched an industry that spans the globe, moving millions of tons of air freight each year.



[Click To View Video](#)

Mitch Cary, President of Wright B. Flyer Inc., will pilot a replica Wright B. Flyer on Saturday, October 2, with the flight retracing that epic first air cargo journey.

“We intended to celebrate the significant accomplishments of the world’s first air cargo pilot Phil Parmelee, in addition to the start of the air cargo business.

“Phil Parmelee flew this historic flight with little experience and training, having flown for the first time just two months prior to making the flight,” explained Cary.

“He was responsible for a number of firsts and endurance flights in those early days of aviation.

And unlike our planned flight, where we will have two pilots to share flying duties, Phil flew his flight alone.”



A descendant of the Wright brothers, Amanda Wright Lane will attend the reception in Columbus on October 2. She explained:

“The flight was just one part of Uncle Orv and Wilbur’s effort to promote aviation,”

“While they recognized their airplane might not be able to carry heavy loads, they knew the speed of flying was important in delivering certain types of cargo.”

Parmelee family members Philip McKeatchie and his sister Lecia Lamphere have preserved the story of their great uncle’s famous flight.

“Uncle Phil was told by Orville Wright, as he tacked a map to the wing strut just prior to take-off, ‘watch the

map and do your best.

“In spite of cold temperatures and flying solo, he did his best, and made history with what was not just the first air cargo flight, but also the first commercial flight in the world of aviation.”