

Thoughts Aloft~::~



EAA CHAPTER 383 NEWSLETTER

Winter's back!

A mere couple of weeks ago everybody was wondering if we would see any real winter conditions this year. Well, now we know.

The latest cold draft out of Canada was nippy enough to keep the usual Saturday morning breakfast fliers holed up in the FBO sipping coffee and eating donuts instead of plying the airways. A light dusting of snow overnight being tossed around by a northwesterly breeze gusting to 25 knots and temperatures hovering just above zero were not at all inviting. On the other hand, Gary Huempfner was out with his 172 practicing crosswind landings in enough of a wind to make it a little challenging.

It does look like we are in store for a few nights of below zero temps to make up for all the above normal days we've had so far this season. We can't complain too much because, after all, it is winter and that's what winter is all about. Try to remember this next July when the global warming idea will be an easier sell.

Annual banquet

At our last meeting we did talk about finding a place for the banquet and by the end of the discussion we

had pretty well settled on Machut's in Two Rivers. Gary Huempfner was given the task of finding out whether we could book an evening in March for the shindig. This should put us pretty well ahead of the graduation/wedding season that starts a little later in the spring. We'll be looking for a detailed report at the next meeting.

Thunder on the Lakeshore

It's only four months now until Airshow 2007 (June 2-3). This means that Airshow committee meetings will be getting underway soon to get everything lined up for the big show.

Although our involvement is limited to providing pancake breakfasts on both days, this can also be a chance for us to promote the chapter. If we can come up with some good ideas to attract new members this could be a real plus. Since the breakfast does bring people to the hangar, this would seem to be a natural place to have some kind of advertising that would boost EAA and the Chapter. Maybe we could put together a storyboard with 8 x 10 photos of Young Eagle flights or show some of our work with the Redstar YAKs or our other events during the year. This would give us real point-of-purchase type of advertising for a crowd that is already on the premises and we can only assume that they have an interest in airplanes.

Anyway, it's something to think about and we've got just under four months to put it together.

383 THIS MONTH

- FEB 6 TUE Nagirroc Flyers-1930 hrs
- FEB 14 WED EAA 383 meeting-1930 hrs

All meetings are at the Chapter Clubhouse unless otherwise noted – Second Wednesday of each month

*Happy
Valentine's
Day*

From the PRESIDENT -

Is it time to start planning or dreaming of a winter get away? Maybe head for the ski hill or warmer weather or sun n fun? Winter is a beautiful time of year to fly. But it does have a number of special considerations when it comes to preflight, starting, taxiing, flying and post flight.

Preflight considerations:

When doing your walk around check for ice or frost, any ice or frost on wings or tail surfaces can adversely effect lift and cause an increase in drag. Be sure to check both the upper and lower surfaces of the wings and horizontal stabilizer. When checking, it is best to use your hand without a glove on the leading edges and the upper surfaces as clear thin ice (black ice) is sometimes difficult to see. The bottom surfaces can also be a problem with water being thrown up by the tires or prop during taxiing, takeoff or landing. Check control gaps and hinges as frozen snow or wet snow in these areas can be blown around and become jammed or freeze. Check the pitot tube and static port for ice build up on or in the pitot tube as this can cause errors in airspeed indications. Ice build up on or around the static port can cause altimeter and airspeed errors. If the temperature is just below or above 32° F with high humidity and you fuel your airplane, check the upper and lower surfaces of the fuel tanks after 10 minutes or so for frost or ice build up. Remember '**NO ICE or SNOW on the airplane**'. If the temperature is well below 0° F, check the engine oil viscosity. If it is pale white in color or is thick you will have to heat the oil before starting the engine.

Starting and taxiing:

If the engine does not start on the first try, make a visual check to see if there is fuel on the aircraft cowling or the ground under the engine. If there is fuel present, check the aircraft manual on what to do if this happens. When the engine does start, do not advance the throttle immediately, as this can cause the engine to backfire causing a fire in the engine compartment. Always allow the engine to idle and check for oil pressure and temperature within the aircraft manual limits. Be sure to check your carb heat on run-up, don't just look for a drop in rpm, leave the carb heat on a little longer and look for a drop in rpm without the engine running rough. If the engine is running rough followed by the engine smoothing out you probably had carb ice. Always allow the engine to come up to operating temperature before takeoff. Avoid taxiing through water as this can be blown or thrown up by the wheels or prop on to the airplane and freeze. Check for full travel with no restrictions of all controls just prior takeoff.

Flying:

Check oil pressure and temperature during flight. If the temp is low and the pressure is high, close the cowl flaps. If you do not have cowl flaps, install a winter kit to cut down on the air flow inside the cowling keeping your engine warmer. When turning on carb heat do it with the power above idle and a little earlier to warm the carb and intake. Plan your approach with power on to avoid cold shock to the cylinders and/or fuel air mixture breakdown.

Post flight:

Check for ice on the airplane. If there is any, it is best to remove it now rather than waiting until the next time you fly. Keeping your fuel tanks 95% to full is the best way to keep water and ice out of your fuel system.

See you at the February meeting on the 14th at 7:30 PM. We can discuss winter flying experiences and ideas.

Seeya,

Karl

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EAA Chapter #383 meets regularly on the second Wednesday of each month in the Chapter clubhouse at Hangar #22 at the Manitowoc County Airport. Meetings begin at 7:30 p.m. and visitors are always welcome.

-----**Minutes**-----

EAA CHAPTER 383 MEETING

January 10, 2007

The meeting was called to order by the Chapter President Karl Meyer at 1930 hrs. The meeting began with an introduction of new officers. New business was then brought up for discussion.

The chapter is looking for another person to serve on the board of directors. Nominations and elections will be held at the next meeting for this position.

Next in the discussion was the annual banquet. Over the course of the next month options will be explored and the specifics will be decided on.

Next, planning was done for another Young Eagles event. The next date will most likely be in September. The chapter will get handouts from national to promote the event and will try to coordinate with the R/C club for them to be at the event.

Airshow 2007 will be on the 2nd and 3rd of June this year, and we will be serving our pancake breakfast on both days. Any interested volunteers should talk to Gary.

It was suggested that we make a tri-fold brochure to promote the chapter and generate interest in chapter membership. Other options that would promote the goals of the chapter would be welcome.

There was no old business.

The meeting adjourned at 2010 hrs.

Respectfully Submitted,
Kevin Wehner

UL and Light Aviation Safety Seminar

With the current interest in Light Sport Aircraft (LSA) and the Sport Pilot certificate, it's worthwhile pointing out that there will be a seminar dealing with these subjects taking place in Wisconsin Rapids on March 3, 2007. Admission is free so there is no excuse for not attending if you have an interest in the subject.

Registration is at 8:00 a.m. and sessions begin at 9:00.

Morning sessions include:

Sport Pilot CFI

Getting ready to Become a Sport Pilot

Steve Krueger

WI DOT BoA

**You and your Airport
Airstrip and Airpark...Sectionals,
Charts, Etiquette**

John Dorsey

Penzoill/Aeroshell

2 and 4 stroke Rotax engine oils

Mike Maddox

(Luncheon break-Buffer line available on site)

Afternoon sessions include:

Leading Edge Air Foil

2 and 4 stroke Rotax Engines

Brian Meyerhofer

EAA

**Don't forget about your aircraft...
Time to transition your aircraft to
LSA?**

Timm Bogenhagen

These sessions run until 4:00 p.m. at the Hotel Mead & Conference Center at 451 E. Grand Avenue and should be of particular interest to every ultralight or prospective LSA owner. Take note that Dennis Goodwin, your friendly A&P at the local FBO is on track to become a Designated Airworthiness Representative (DAR) who will be able to help out in the transition to LSA when you need it.

Dues paid?

If you have already paid, thanks a lot. If not, Laura is still accepting money at the meeting or by mail:

Treasurer, EAA Chapter #383

Manitowoc County Airport

1805 Freedom Way

Manitowoc, WI 54220

Keith and Julie's LSA

Keith and Julie's Savage Cruiser is finally in the last stages of being certified. It has been quite a learning experience but they are now very familiar with what it takes to get LSA certification. Plenty of paperwork is always anticipated in any project involving working with a government agency but it eventually gets done. Now it's only a matter of the DAR inspection and they will have a legally flyable machine and that should happen in a matter of days.

Bruce Morton
3712 Michigan Avenue
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FBO CORNER-----

Light Sport Aircraft have arrived in Manitowoc. In partnership with Savage Aircraft Sales, LLC, Lakeshore Aviation is now the National Sales and Service Center for a new line of LSA airplanes built in the Czech Republic. Two models of the Savage...the Classic and the Cruiser...will be available in various configurations including wheels, skis and as an amphibious float seaplane. The plane seats two people, and resembles the popular Piper J-3 Cub. It is equipped with a 100HP Rotax engine, comes in a variety of colors and options, and features conventional tailwheel landing gear configuration. The basic aircraft, fully equipped, will sell for \$60,000. A "loaded" amphibious seaplane model, with a turbocharged engine, color moving-map GPS navigation and full lighting and instrumentation, will be just over \$100,000. The Light Sport Pilot license is a new FAA-approved rating which makes flight training more affordable and can be completed in a shorter time.

Savage Aircraft Sales, LLC is owned by local aviation enthusiasts Keith and Julie Hartlaub, who also own Creative Solutions, a business telecommunications company in Manitowoc. They have negotiated the North American distributorship for the manufacturer of light planes, which has been in business in Europe for over 20 years. Hartlaub's are also partners in Lakeshore Aviation with local businessman and Airshow producer Curt Drumm, which will handle all aircraft assembly, FAA certification, test flights, maintenance, sales and training. There will also be a national sales network in place. The company plans to sell over 30 airplanes in the next 18 months; the first two, which are due here in May, are already sold, and they are taking orders for future deliveries.

Currently, there is one Savage Cruiser at Lakeshore Aviation. It should be receiving its FAA registration in a matter of days, and will be available for test flights, Private and Light Sport Pilot instruction, tailwheel training and rental. Lakeshore Aviation has secured insurance to become an EAA-listed Light Sport Pilot training center, and already has a number of students waiting to begin their training.

To further support LSA and Experimental aircraft, Lakeshore Aviation is becoming a Factory Authorized ROTAX Aircraft Engine Service Center. They will be one of four in the state, with a territory extending from north of Milwaukee toward Wausau up to Upper Michigan. LAI's mechanic, Dennis Goodwin, will be attending the ROTAX engine school in Florida in April. He is also in the process of obtaining his FAA Designated Airworthiness Representative (DAR) certification to inspect and certify Light Sport and Experimental aircraft. He currently holds his FAA Airframe & Powerplant/Inspector Authorization (A&P/IA) and Private Pilot licenses.

To support pilot training, a Private/Light Sport Pilot Ground School will begin on March 6th. It will cover all the topics necessary to work on FAA pilot training for either certificate. In addition, current pilots are invited to attend as a refresher class. The class runs on Tuesday nights for 8 weeks, and culminates with a behind-the-scenes tour of the Green Bay airport including the FAA air traffic Control Tower, the Approach Control radar facility and Flight Service weather center. The cost is only \$99.

For more information about the Savage Aircraft, flight training, the ground school, air charter or any other aviation matters, please contact the staff at Lakeshore Aviation at 920-682-0043 or at www.lakeshoreaviation.com.

