

Thoughts Aloft~::~



EAA CHAPTER 383 NEWSLETTER

Pancake Breakfast Saturday

It's time to get organized for our first regular pancake breakfast in a good many years. The last one we had scheduled happened to be in 2001. It was set for the Saturday just after 9-11. Needless to say, turnout was minimal. Since then, all our pancake sales have been during the annual airshow. Now it's time to just get back to lots of airplanes flying in for a delicious meal and the fun of flying.

The pancake mix is already on hand but we need all the other fixin's to make it a meal. We have to get the hangar cleaned up and ready this week and then hope for great weather.

Ordinarily we would have our chapter meeting to work out the details, but we have a complication in that the AOPA Safety Seminar is being held at Lakeshore Aviation during the same time slot. We will have to try and make the best of it but we have done this enough times in the past that it shouldn't be too much of a problem.

RC "Spring Fling"

The air was filled with the sound of radio controlled aircraft on Saturday, April 21st. The south ramp was being used as an airport for both piston and jet model aircraft from eight in the morning until late afternoon. Regular airplane traffic was using runway 7/25 to provide separation from the models but an occasional



big jet required closing model operations while runway 17 was in use.

CALENDAR

MAY 1	TUE	Nagirroc Flyers-1930 hrs
MAY 9	WED	EAA 383 meeting-1900 hrs
MAY 9	WED	AOPA Safety Seminar, Lakeshore Aviation-1900—2100 hrs.
MAY 12	SAT	Chapter 383 Fly-in Breakfast 0730—1100 hrs.
MAY 30	WED	EAA 383 meeting, pre-airshow planning session

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

AOPA Safety Seminar

"Say It Right" is the title given to the presentation slated for Wednesday night, May 9th at Lakeshore Aviation at 7:00 p.m. The subtitle, *Radio Communication in Today's Airspace*, pretty well defines the subject matter and will sharpen your skills for when you next push the mike button. Improving phraseology is always a good idea and it's not really emphasized once the basic skills are acquired.

Here's a chance to listen to a pro on the subject and get some useful information that every pilot can apply every time they fly. Best of all, the class is FREE!

Kudos to Lakeshore Aviation for actually getting an AOPA Seminar north of Milwaukee!

From the PRESIDENT -

On Monday April 23, I had the pleasure of flying the Boeing C-17 Globemaster III simulator on a one-hour Family and Friends Flight. The sim is located at Charleston Air force Base, Charleston South Carolina. My right seater was USAFR Major Greg Meyer (son), the observer was Macy Meyer (granddaughter) and the sim operator/instructor was retired USAF pilot now civilian contractor Jim Armstrong. With Greg and Jim doing all the work setting me up for each approach and touch go, I had all the fun. I got to fly six approaches to a touch and go.

The C-17 has EFIS with a HUD and FMS all interlaced. The HUD shows everything you need on approach, there is no need for the PF to look at the instrument panel other than to check for gear and flap position, and that just old habit because the PNF and GPWS will tell you verbally if they are not in landing configuration. The HUD displays the horizon and the localizer and glideslope vector bars. On the right side of the HUD is digital displayed MSL altitude, below that is displayed VSI and below the VSI the pilots can set either DH or MDA. On the left side of the HUD display is the airspeed tape with stall speed, Vref, and maneuvering speed all generated by the FMS and at the bottom left is the groundspeed readout. Also on the speed tape is the worm symbol ~ which is the commanded power setting. If you keep the worm and the airspeed chevron on the Vref bug and the LOC and GS all centered you will touchdown at the 1,000 foot mark and on centerline. At the outer marker on an ILS approach or at 1,000 feet on a visual approach the PF turns on the backside mode of the FMS by using the pinky switch on the control stick located at the bottom on the control stick grip with his/her little figure. The backside mode repositions the horizon airplane wing to either 5° nose up for flaps 35 or 3° nose up for full flaps and the rate of descent is now controlled with the power levers. Below the horizon is what they call the pig on the dance floor. It is a horizontal bar with a circle that moves up or down and left or right to show displacement from the desired flight track. Greg and Jim kept telling me “keep the pig on the dance floor”. There is no flaring in this mode, all it takes is just a touch of power to break the descent.

Bottom-line, the C-17 is a dream to fly and from my short time in the seat, a pilot friendly airplane. I had a ball! Thanks to my son Greg, Jim Armstrong and the USAFR Squadron 300 at CHS.

Seeya
KJM

Acronyms:

EFIS - Electronic Flight Instrument System
FMS – Flight Management System
HUD – Heads Up Display
GPWS – Ground Proximity Warning System
MSL – Mean Sea Level
DH – Decision Height

MDA—Minimum Descent Altitude
ILS—Instrument Landing System
LOC—ILS Localizer
GS—Glide Slope
PF—Pilot Flying

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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 7:00 p.m. and visitors are always welcome.

-----Minutes-----

EAA CHAPTER 383 MEETING APRIL 11, 2007

April's regular meeting scheduled for April 11 at 7 PM was rescheduled to Saturday April 14th at noon due to the snow storm on Wednesday night. The meeting was called to order at 12: 45 PM after the Safety meeting held at Lakeshore Aviation from 9 to 11 AM.

On going business:

- 1) Discussion on pancake breakfast during Thunder on the Lakeshore June 2 & 3. We need to schedule a work party to clean the hangar and setup the grills. Gary Huempfnr is chairman in charge let Gary know if you can help with clean up and at the Air Show.
- 2) 651 Breakfast Fly-in May 6
- 3) AOPA Safety seminar May 9, 7 to 9 PM @ Lakeshore Aviation
- 4)Roof repair

New business:

- 1) Change meeting start time to 7 PM. Motion by Gray Huempfnr and second by Al Forner vote passed unanimous.
- 2) Discussion on way to help younger members with cost of flight training.
- 3) Discussion on need for controls (yoke & rudder pedals) for the computer to enable the flight simulator program. Vote unanimous for Al Forner to purchase the controls.
- 4)Website needs to be updated. Bruce Morton volunteered to do the work.

Meeting was adjourned at 1:22 PM

It was good to see Dick Bronson back (WAY TO GO DICK).

Aviation at the Museum

"Point of View: Aerial Photography & History of the Manitowoc Airport" is the title assigned to a display at the Rahr West Art Museum that opens on May 20th and runs until June 17th.

Right now we're working with Dan Juchniewich, Assistant Director of the museum, to line up the items that will go on display. The current exhibit runs through May 13th so the following week will be open for setting up our aviation display. Antique pilot gear, airplane assemblage, radio controlled airplanes and a full sized

parachute are some of the items. The whole point of this is to teach the local folks something about airplanes and aviation. Of course, tying it in with Thunder on the Lakeshore won't hurt ticket sales for the airshow either.

On the airport history side, we do have some early airport photos, but if you can provide additional photos or information on the early days, it would be much appreciated. Just call me, Bruce Morton at 683-3078. I'm trying to pull together as much as I can but there are always gaps. For instance, when was the north/south runway first paved and when was the east/west runway built? There are lots of questions still unanswered.

On Wednesday, May 23rd, there will be a "Thunder in the Alley" reception at the museum from 4-8 pm. with food, refreshments and live music to kick off the event. Sounds like a fun time.

Maybe you've never been to the Rahr-West. Well, this is a good excuse to check it out because it will be featuring something that should be of interest to all airplane people.

Thunder on the Lakeshore

June is coming up fast and the annual airshow is just about on us. The pancake mix is already on order and a good hangar cleanup is in the offing. Gary and the crew are getting prepared for another two days of flipping pancakes for hungry customers.

You know, although this is the fifteenth annual airshow with paid performers and such, we have actually been in the pancake business for about 35 years as a chapter. This Chapter was incorporated on July 13th, 1971. By the following summer I'm pretty certain that we had at least a small get together that would qualify as a pancake breakfast because at that stage of our development, we were always looking for something to do as a chapter. Seems like anything to do with food was always a crowd pleaser. The rest, as they say, is history.

This year's show features Patty Wagstaff as the headline act and she is joined by a host of other first class performers.

The B-25 "Pacific Prowler" will also be on hand and will arrive early to do a fly-over of the Memorial Day parade. The crew will be in town all week and will do some educational presentations at local schools.

It sounds like a great lineup for the show and it should be well worth attending. See you there!

By the way, we'll have our next meeting on May 30th to set final preparations for our end of the show.

Bruce Morton
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