

# Thoughts Aloft~::~



## EAA CHAPTER 383 NEWSLETTER

### Storch gets wings

After a wait of about six months, Doug Rohde's Fieseler *Storch* has sprouted wings. Well, it's not the original *Storch*, but a smaller version that is certainly an impressive looking make-believe.

Doug imported this homebuilt dragonfly lookalike from overseas and it arrived here in a standard shipping container. It had sustained a bit of damage in shipping so there was some repair needed to get everything back the way it was supposed to be. One of the gear legs was a little twisted and the tailwheel needed rework so it sat as a collection of parts for a few months before it was able to stand on its own wheels again.

On January 5<sup>th</sup>, it finally got its wings back on and this makes it look like there is a hope to get it back in the air in the not too distant future.



Doug Rohde's *Storch*—a long-winged, long-legged flying machine made to fly slow.

Although Doug's plane is a two place scaled-down model, the original *Storch* was a 1937 design, 3-place machine powered by a 240 hp engine. It had a span of 46 ft 9 in and cruised at 89 mph with a top speed of 109 mph. The version in the photo above is smaller in all dimensions.

### Dues are due

Now that we are in a brand new year it's time to bring in your dues for 2008. It's still only \$20 and you can pay at the meeting or send it to our Treasurer. Checks work well since this makes it easy to remember who handed in the money.

Thanks in advance for your support.

### CALENDAR

- JAN 8 TUE Nagirroc Flyers-1900 hrs
- JAN 9 WED EAA 383 meeting-1900 hrs
  
- FEB 5 TUE Nagirroc Flyers-1900 hrs
- FEB 13 WED EAA 383 meeting-1900 hrs

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

## From the PRESIDENT -

Another month has gone by with Christmas and New Years now 2008. Hope you've all had a good Christmas.

Shirley Meyer is recovering from surgery that she had last month. Get well soon.

Larry Gerroll is still at Rivers Bend, getting stronger every day.

Mary Cross is also recovering from surgery.

Mr. Bronson is very happy to see the clubhouse completed with new upper kitchen cabinets and cabinet lights. With special thanks to Bruce and Jerry.

The new hangars on the airport look completed just in time with all the snow we've been getting.

Flying weather has been great when the wind wasn't blowing or snowing or foggy.

I really enjoyed seeing Per Engstrom's collection of RC helicopters and airplanes that he built. Beautiful work, Per.

A good time was had by all at the Christmas party.

Don Wunsch is getting the engine back in his RV-6A. Doug Rohde is getting the ultralight and the float plane ready for FAA inspection to become light sport certified. Doug is also getting ready to put the wings on his Fieseler *Storch*.

Don't forget the annual ski plane fly-in at Oshkosh on January 26<sup>th</sup>. Free chili and cake!

Wish all of you a happy and healthy New Year.

Mel

# Happy New Year to All!

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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 of December 12th, 2007

Well, this meeting was our annual Christmas potluck so, being sensible folks, nobody took any kind of minutes but just got down to the business of having a good time eating and conversing.

The concept worked out very well.

### Last month's potluck

Another good turnout for our annual Christmas feast. And once again more food than we could eat—but we did our best!



A capacity crowd in the clubhouse enjoying holiday fare



Gary Huempfer trying a little of everything.

This is one event that is always a success. It's our equivalent to Lambeau stadium during a Packer game—no empty seats! Food always brings out the people and that's the way we like it.

Now we are getting to the time of year when most folks like to stay inside and just hibernate until the weather warms up. It seems that this is about the way it effects the chapter, too. We have nothing big planned until we get through this cold and gray part of the year.

Let's see, 30 days has September, April, June and November except February which has 86.

Spring will be along before you know it.

### View from the instructor's side

You weren't born with wings so why not fly with your fingers?

Let's start at the beginning: Draw a line from point A to Point B. Then go over the line with yellow highlighter. Carefully examine five miles either side of the line noticing airports, airways obstacles and stand out fixes resulting in an excellent survey of just what your trip is going to encounter. Another aid is to run a small cross line every five miles and keep locating your exact position every time you encounter a hash mark. Also take frequent long distant looks at all quadrants (big lakes, cities, hills) to maintain the big picture.

We're all prone to press the starter button, flip on the GPS or VOR, or Loran without a single thought as to what's out there. Someday the RANS won't be lined up with the satellites and other electrons will be on vacation and then you'll be LOST.

Being lost is like stomach cramps, fear, hot and cold sweats, and self-doubts. The best bet is to know where you are via some of the best aviation tools you can find which are your map and your finger pointing to your correct and exact location. A well worn map and a dirty finger are indicators of a high time pilot.

Leon Sigman

CFI, MEI, CFII

### Plane progress

Doug Rohde has had the FAA on site to inspect his T-Bird and M-Squared flying machines and now both are certified as light sport airplanes. Managed to get them done in time to beat the deadline.

Don Wunsch has also finished rebuilding the engine for his RV 6A (a six cylinder Chevy Vortec) and it runs beautifully. Before you know it, this plane will be back in the air, too.

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**FBO CORNER---**



