

Thoughts Aloft~::~



EAA CHAPTER 383 NEWSLETTER

This month's meeting

Al Forner has lined up a guest speaker for our March meeting. This time it's Barry Paasch who will deal with back country flying in a presentation that he has labeled, "Flying Idaho".

Barry started his flying career in Sheboygan in 1985. By 1987 he had his Private, then in 1990, his Instrument rating and by 1991 he was a Commercial Single, then Multi and CFI. CFII followed in 1997.

In 1997 he opened New Holstein Aviation which made him FBO owner, Airport Manager and flight instructor.

In 2000 he moved on and began with Middle Fork Aviation, Challis, Idaho flying part 135 charter in a Cessna 206 (see www.middleforkair.com).

Currently, he has accumulated approximately 5000 hours total time, including about 3500 hours mountain back country charter.

His presentation will deal with his work in the Frank Church Wilderness Area in Idaho. This wilderness comprises 2.4 million acres and is the largest in the lower 48 states.

Most of the flying is done transporting cargo and people into remote mountain airstrips. These airstrips are located in the bottom of river canyons and on mountain ridges. They are all narrow and unimproved.

They also work with the U.S. Forest Service providing fire detection and wild fire monitoring, as well as working with the Idaho Fish and Game doing tracking of radio collared animals.

We look forward to hearing Barry discuss his work doing a kind of flying that we don't see around here where mountains are really scarce.

Annual banquet

Lisa Callsen has graciously volunteered to find a suitable spot for our annual chapter banquet. If you have any favorite place in mind be sure to let her know. I don't know if she has come up with any likely places yet, but I expect that she is still open to suggestions. Hopefully, we'll get a report on progress at the meeting.

Hangar inspection

In February, all hangars on the field were subject to inspection. The point of this exercise was to see if there was an excess amount of non-aviation material being stored in the hangars.

There is kind of a rule of thumb that says no more than about 20% of the floor space should be occupied by stuff that is not directly related to aviation. This is to prevent hangars from being used to warehouse all manner of things that are simply garage overflow and should properly be housed in mini-storage type of buildings.

Our own Hangar 22 fared reasonably well even with all the folding chairs and other fly-in breakfast type of items we have. Despite that, there is a certain amount of stuff that can be better stored at the home of the owner. I think Mel will address this at the meeting.

CALENDAR

- MAR 4 TUE Nagirroc Flyers-1900 hrs
- MAR 12 WED EAA 383 meeting-1900 hrs
- APR 1 TUE Nagirroc Flyers-1900 hrs
- APR 9 WED EAA 383 meeting-1900 hrs

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

From the PRESIDENT -

March is finally here so we can look forward to some warmer weather. Maybe we'll get more flying in-- at least the hangar doors won't be frozen in.

Lisa Callsen is looking for a place for our annual banquet. Bill Eisner mentioned I should let you think about Machut's in Two Rivers. Whatever you decide is fine.

Don't forget our library; there are books and VCR tapes you can check out.

Late February we met to discuss paper work for the West Foundation request. More meetings in the future.

Each aircraft owner should be allowed one toolbox in the hangar. All other equipment should be removed but can be brought back if needed for repairs. We will discuss this at the March meeting. Aircraft owners should attend and voice their views.

Al Forner brought guest speakers to our February meeting. Jim Wicker and Gordy were very good. We all learned a lot about composite built airplanes. Thanks Al, Jim and Gordy.

No reports of anyone in the hospital. So stay healthy.
See you at the March meeting.

Mel

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Happy St. Patrick's Day!

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 February 13, 2008

No minutes received. After a short business session the meeting was turned over to Al Forner who introduced the speakers for the evening.

Last month's meeting

Jim Wickert and Gordy Schloemer introduced the group to a technique for building a composite aircraft known as the Fold-a-Plane concept. This allows the builder to use flat composite panels to create a fuselage. Interior portions of the structure that will have to be curved are left unglassed while flat areas are completely glassed. Then the panels can be fit into simple jigs to form the fuselage shape and the glassing of the curved parts can be completed. This technique requires only a minimum number of jigs to shape the whole fuselage.

Since some of the pieces required vacuum bagging to complete the process, Jim took an old refrigerator compressor and used the inlet side to make his own vacuum pump. It works fine and gives him about 14" of vacuum, good enough for his needs.

Jim and Gordy brought along a number of pieces for a show-and-tell session so the audience could see what some of the components looked and felt like.

You can see more of the Fold-a-Plane technique at www.corvaircruiser.com.

View from the instructor's side

Why is February 13th important? That's the day when CFI Jim Wheeler called Flight Service and asked if there were any active TFRs (Temporary Flight Restrictions). That is also the day when Senator Obama, Governor Huckabee and former President Bill Clinton were in Wisconsin. It turns out that these campaigners did not, by definition, qualify for a TFR. Then consider that the current President warrants a 30 mile aerial umbrella, and it moves as the entourage moves.

Not too long ago, a student and his not too bright instructor flew deeply into prohibited airspace. They could have encountered shooting with real guns. After the FBI finished with them, they may have thought getting shot down was a better choice.

Jim taught us a lesson. Use Flight Service. We're the only country in the world where filing a flight plan and extracting related information is free. Use it or lose it. This information may keep you out of a lot of trouble. I

use 1 800 WX BRIEF or some prefer 1-800-992-7433. Your local instructors will guide you with helpful hints when using the FSS system.

When Lockheed Martin took over the federal FSS system, things did not go smoothly. But now, they really "bust a gut" trying to help you. Consider too, that you'll be able to converse with a segment of the world's largest defense contractor. They need the business.

The flight instructor/student that flew over the White House destroys the myth that all flight instructors are perfect..

Leon

New rotating beacon

Just recently a new rotating beacon was erected to replace the one that has been serving the airport since who knows when. The sleek monopole design is in stark contrast to the older ironwork structure complete with open ladder on the outside to make OSHA cringe whenever the lamp on the top needed attention.

The replacement is located just east of the old beacon site near Don Gruett's hangar.

The new beacon is hinged near the bottom so the pole can be lowered to ground level whenever the top components need maintenance.

The top portion of the old beacon was saved and may be used as part of a display in the future.



New sign in the works

In the next few weeks the airport sign on Menasha Avenue will be reworked to replace the changeable marquee lettering portion. In its place will be an electronic version that won't require standing on a ladder to change the wording. It will all be done from a computer keyboard!

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FBO CORNER---

