

Thoughts Aloft~::~



EAA CHAPTER 383 NEWSLETTER

Christmas potluck

Another year has rolled around and it's time for our annual little cold weather get together. Jerry has the Christmas tree set up and ready so all we have to do is show up with all kinds of good things to eat and enjoy another evening of food and fun.

Don't forget, this all begins at 6:00 pm instead of the usual meeting time. Get there early for the best selection.

get things cleaned up for early morning departing flights. Great job guys!



Wintery weather

It looks like mother nature is really getting into the act this year by providing plenty of snow to add to the Christmas spirit. Last year was a record setting snow year and this year is already ahead of that as far as total snowfall for this early in the season. Even though official winter is a couple of weeks away, the snow removal equipment at the airport has been busy on a daily basis trying to keep the runways and taxiways clean. This has meant a lot of *really* early morning starts for the county crew to

Seeking Treasurer

That's right, we are still in need of a chapter treasurer. If you think you might like the job, please volunteer because this is the one office we have yet to fill for the upcoming two year stint.

Thanks in advance for considering the idea.

CALENDAR

DEC 2	TUE	Nagirroc Flyers-1900 hrs
DEC 10	WED	EAA 383 meeting-Christmas potluck!- 1800 hrs
JAN 6	TUE	Nagirroc Flyers-1900 hrs
JAN 7	WED	EAA 383 meeting-1900 hrs

105 years

Yep, it's been just that long since Wilbur and Orville blasted off into the wild blue yonder in their first powered homebuilt. Since that long ago December day (no snow) there has been an explosion of copycat designers anxious to expand on their idea. It's interesting how, once an idea has been shown to work, others will come along to expand on the basic principle and make the whole thing seem like child's play. Sure enough, once you know how to do it, it's easy.

It's just that it took Wilbur and Orville to do the tough part first to make it look easy for the rest.

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

From the PRESIDENT -

Hi, 383 members,

Christmas party already. Can't believe how fast the time is passing.

Haven't been to the airport in a couple weeks. Hunting has kept me away.

Hope everyone is doing fine.

A few plane accidents the past few weeks.

We are still looking for a treasurer for our chapter. If anyone is interested, please let me know.

A suggestion to be brought up at the next meeting. We should have a copy of our bank statement at each of our monthly meetings.

Don't forget the Christmas party on the 10th of Dec. Bring a dish to pass, the beer and soda is on the Chapter. Bruce will give you all the airport news.

See you at the Christmas party/

Mel



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*Merry Christmas and
a Happy New Year!*

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 pm and visitors are always welcome.

-----Minutes-----

EAA CHAPTER 383 MEETING Meeting of November 12, 2008

7:00 meeting called to order by Mel Otto
Minutes from last meeting were approved as published in the last newsletter.

New Business:

Ray Hurtienne is doing good;
Dick and Elaine Bronson are doing well. They are in separate rooms at River's Bend;
Mel Otto bought beer ☐
Christmas Party is December 10th at 6:00 p.m. Bring a dish to pass.

Jerry F. is once again decorating, thank you Jerry!

Old Business:

Heat in the hangar was brought up to discuss as published last month. Once again it was a very HEATED topic of discussion. After some input and discussion, it was tabled until the next meeting, most likely in January. Keith Hartlaub has a file with the utility bills to get some figures together so that an informed decision can be made.

Election results-

Al Forner-President

Jerry Fichtner-Vice President

Treasurer-open at this time, please step up and volunteer your time, we need you!

Secretary-Julie Hartlaub

Meeting was adjourned at 7:50, Mel bought beer for all who wanted one-Thanks Mel.

See you at the Christmas Party!

Julie Hartlaub

View from the instructor's side

When preparing for an FAA written, you may feel much of what you study is extraneous, dull and unnecessary. One particular area we avoid becoming too concerned about is winter operations. We only fly when there is no frost on the wings, snow/ice on the ground or low temperatures. Since exact weather forecasting is not perfect you just might come face to face with conditions that have the potential to hurt you.

Frost, for example, must be totally removed from all surfaces. Frost so degrades lift the aircraft simply may not fly. Snow accumulations you might think, might/could be shed by slipstream and engine vibrations but it doesn't work. I've been there and thanks to a rare temperature inversion I'm still here to warn you. Extreme low temperatures limit certain operations. Take offs and landings involve rapid power changes and resultant temperature shocks that the engine doesn't like. Even temperature "in the green" can be a challenge. Some flight schools do not allow training when conditions are below zero.

The biggest thrills can come with in flight structural ice build up. Take the advice of an old man and stay out of the stuff! Volumes have been written about air frame icing.

When the ice man does show up there's potential to change your airplane into a truck or at a minimum your aircraft will fly like a truck. Without mentioning specific brands, the aircraft that will most rapidly degrade is the new composite structures. I've had it happen and, wow, the engine just isn't big enough.

There are other gems that affect winter operations as in ice covered runways or snow ridges, that are easily cleared by high wing aircraft but may be a hazard for Cherokee style low wings. Then there's the time when a Cherokee was parked on the ramp, subjected to a cold rain, and when climbing to cruise the pilot discovered his trim system was frozen solid. Never forget that old bromide that temperatures decrease 3 degrees F for every 1000 feet. And be prepared to struggle with getting the hangar door open.

Winter can offer the best performance and smoothest conditions of all seasons but do wear long underwear and fly carefully.

Leon

FBO Corner—*Christmas Edition*

Long before you and I learned how to fly, even long before Orville and Wilbur got the bug, there was an aviation enthusiast that surpassed us all. He held international speed records, used eight engines of only one horsepower each, had an incredible weight and balance envelope, had only one nav light, has a pilot who looks like he could never pass a physical and in tune with today's environmentally politically correct "green workplace" movement, flew on eco-friendly bio fuels. He wasn't subject to FAA ramp inspections, didn't have a type certificate or an N-number and didn't even complete a biennial flight review.

Give up? Of course, it's our good old buddy Santa Claus! OK, so you think I'm a bit nuts this time of the year. Old Curt's gone off his rocker. Maybe so...it's so cold out my brain froze and a few things "slipped" my mind. (Sorry.) But think of all the little kids out there in the world that every year look starry-eyed to the sky and dream of seeing Santa's sleigh flying across the sky, bringing them delight and goodies as we slip into the chill of winter.

I guess where I'm going with this, is think of all the people out there that envy what we get to do almost every day? They, too, can be dreaming of the fun we have when we get to jump into the cockpit of a little airplane and fly off to wherever it is we feel like going. They look to the sky on a sunny weekend and see all the planes buzzing around. Maybe you're off to the famous Friday lunch at Iola, Saturday morning breakfast at an exotic greasy spoon or a weekend at your cabin. Whenever I talk to people about flying, and my career, they almost always react with a comment like "wow, that must be cool" and ask all about flying, learning to fly and what you can do with your airplane. Most are surprised at how affordable it is to learn to fly, compared with things like snowmobiles, motorcycles and other power-sport toys.

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FBO CORNER--

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So I make a challenge to each of you for next year. Find that special someone whose face lights up when you talk about flying. Offer to take them for a ride. It's amazing how people react just seeing our own Manitowoc-Two Rivers area...the light houses, Point Beach State Forest, the nuclear plants, Door County or the bay of Green Bay and how almost all the country roads run straight north-south and east-west. Something as simple as that will leave them talking for weeks. Flying around and finding their home or where they work is exciting. Tell them to bring their camera along, and take a picture of them sitting in the cockpit. Maybe take them on one of those \$100 Hamburger excursions. They'll tell all their friends.

The point of all this is not only to give them a thrill, which it will, but to get more people interested in aviation. According to AOPA, the number of pilots in the United States has fallen 25 percent in the past 25 years. The number of student pilots has plummeted 56 percent over the same period -- from about 200,000 to 87,200 in 2005. Only about 40 percent of today's student pilots will get their licenses. If this keeps going, there won't be many of us left. Look at the average age of this EAA chapter alone? Kind of scary. If we don't have active GA pilots (private operations, not corporate or airlines) in years to come, will active airports continue? Will your local flight school or FBO be able to stay in business? And will the federal government continue to fund airport improvements, runways, nav aids and the like? What's going to happen if the number of pilots drops another 25%? Got the point yet?

So take a look at the plane in your hangar, clean it up, and put on the old thinking cap. Who can I take out for a ride? Young or old, get people talking about flying. Tell them how valuable your local airport is to creating jobs. Think about the millions of dollars of new orders and manufacturing that result from the corporate jets coming and going every day...not just "those big corporate guys" who get to fly in the shiny jets, but the 1000's of factory jobs that result from getting those orders, and all the families who rely on those paychecks for the dinner on their table every night.

So if your plane is just sitting in the hangar, get it out. Turn some fossil fuel into noise! Take a friend along. Maybe two or three. And best of all, have fun doing it. We all got into this crazy aviation interest for one reason or another...let's all enjoy our hobby and share the fun. It will help make things better for all of us in the long run.

Merry Christmas and Happy New Year from the staff at Lakeshore Aviation!