

Thoughts Aloft~::~



EAA CHAPTER 383 NEWSLETTER

Taxiway done

The rebuild of taxiway B was finished at the end of July. This means that there is no more back taxiing to get in position for takeoff on runway 25. After the blacktop gets a chance to cure completely, the appropriate markings will be painted on. For this reason Chuck Behnke has issued a NOTAM saying that it is improperly marked at the present time. I guess this won't stop anybody from using it anyway.

This pretty well wraps up construction at the airport for the near future although a lot of folks would like to see the main runway extended another 1000 or so feet to accommodate some larger jets. This job would be much more involved since it would mean DNR approval, moving Goodwin Road and relocating the ILS system—all of which take time and money, not to mention public opinion if Goodwin Road gets moved!

Still, this would be a real advantage to somebody like the Manitowoc Company who would like to expand their aviation capabilities.

New plane for Manitowoc Company?



The lease on the Citation Bravo that the Manitowoc Company has been flying for many years is up in 2009 and the company is currently evaluating replacement aircraft. The new aircraft is likely to be larger than the current Bravo since their acquisition of the UK company, Enodis, will probably call for an aircraft with “longer legs” for much of their future flying.

As has been talked about in the past, this could mean construction of a new hangar where the current three-stall County storage garage presently stands (just to the south of our clubhouse as seen in the photo above). Certainly, this is not a new idea and is the reason that the County built their new shop/garage farther north on the airport.

The Manitowoc Company has always been a good corporate neighbor of Chapter 383 and it will be interesting to watch as the new airplane scenario unfolds. They're taking a look at a Gulfstream 150 on Monday, August 11 and we'll see what else comes down the pipeline.

We'll keep you posted but we definitely won't try to keep up with the neighbors!

CALENDAR

- AUG 5 TUE Nagirroc Flyers-1900 hrs
- AUG 13 WED EAA 383 meeting-1900 hrs
- SEP 2 TUE Nagirroc Flyers-1900 hrs
- SEP 10 WED EAA 383 meeting-1900 hrs

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

From the PRESIDENT -

AirVenture Oshkosh is just about over as I write this newsletter.

We were down on Wednesday and had a good time. Spent a little on parts. Didn't seem to be as many people or show planes. Guess the fuel prices kept a few away.

Keith and Julie Hartlaub had the Savage exhibit airplanes in the ultralight area. They looked real impressive in that area.

We met a lot of people from the Chapter and other friends.

Looked at a lot of avionics—impressive RV 10 panel set-up at one booth. Only \$78k. I ordered two. One spare!

I finally got the certificate of insurance taken care of. Al Forner called me with a phone number. We'll have to send a note when we renew our policy with the EAA.

Our treasurer, Laura Braunel, worked a few days with Women in Aviation. Sounds like they had their hands full with a big turnout. Thanks for all the hard work Laura, at EAA and Chapter 383.

See you at the meeting August 13,

Mel

P.s. September is corn month. Larry and LouAnn, don't forget to order. We'll talk about it at the meeting.

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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 pm and visitors are always welcome.

-----Minutes-----

EAA CHAPTER 383 MEETING

July 9, 2008

No minutes to report.

View from the instructor's side

A company in England was searching for a used Aero Commander 114 to add to their air taxi fleet. Just so happened one was for sale at the Sheboygan Airport. A pilot was selected to do the demonstration flight and to check out the prospective owners. A thorough ride was administered including touch and goes, emergency gear lowering, auto pilot operations, fuel transfer, the whole nine yards. At the end of the flight, the demo pilot did a check list directed shut down and was horrified to find he made the entire flight on the left mag. The England people were great and bought the 114 regardless.

The same brilliant pilot was about to give dual in a Cherokee when the office gal came running, screaming something about the cold weather nose plugs were still stuffed in place. She saved the day. And how many times had "Danny Dimwit" forgotten to remove the chocks. It takes a whole bunch of throttle to wake up as to what you forgot to do. I personally know "Danny Dimwit" because it's me.

If you've flown long enough most of us could fill a thick book recalling dumb things we've done. I'm on my third volume. You may take these incidents and episodes two ways. One way is to submit and admit you're just plain dumb. Or consider the softer analysis and that is because we are human and humans goof up.

There's not one person in this room who has not turned the wrong way, said I'm on downwind when you're really on final, replied with the wrong N number or done a million things that are bad and could be dangerous. This behavior is part of our make up and commonly called human nature.

We should take these brain farts and use them as learning tools. Someone's experience could help you avoid making these same mistakes. So I challenge any one of you. Call me with the dumbest thing you've ever done in or around an airplane. Your name will not be used unless with your permission. Fess up, tell us what you did and we will all learn from it. *Flying* magazine ran a series called "I learned about flying from that". It

became a book and a best seller. Don't drop the ball on this one, we all need your help.

Danny Dimwit, CFI

Short Notes--

Hangar roof caulked

Mel Otto spent some time on the roof of our hangar with a caulking gun to try and stop the leaks we seem to see with each rain. Seems like he did a pretty good job since the wet spots on the hangar floor are a lot smaller than they used to be. Currently the wet spots are circled with chalk like any other crime scene would be. Good job.

Nagirroc Champ back in the air

After a thorough annual the Nagirroc Flyers' Champ is back in the air sporting a new set of Slick mags. This included a new ignition harness and new spark plugs as well as a factory rebate to sweeten the deal. Both mags have impulse coupling so the engine now starts like brand new. The old mags were vintage Bendix and were at a point where they would need complete overhaul. The new Slicks with harness, plugs and all were about the same price as the Bendix overhaul so it was a pretty simple choice.

You know, it's hard to realize that Nagirroc has been flying this little airplane for the last 35 years!

Pancakes sold like hot cakes

Laura says that despite the really slow Sunday sales at the airshow we did manage to show a reasonable profit. Saturday was fairly typical of most years but the morning rain on Sunday just about eliminated the usual walk in crowd. The fact that we raised the price to \$6 from \$5 for breakfast (to cover our increased cost) helped out a lot.

Well, there's always next year!

Keep 'em Flying!

Bruce Morton
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FBO CORNER---

