

# Thoughts Aloft~::~



## EAA CHAPTER 383 NEWSLETTER

### Thunder on the Lakeshore

It's only a few days now until the big event. We already have 250 lb of pancake mix on the premises and Gary Huempfer will be laying in supplies of sausages and other fixins in short order.

This also means that anybody who has equipment in the hangar should see that it is removed for the weekend. By Friday we have to be sure that the hangar is cleaned up and ready to accommodate all of our pancake eating guests. By the same token, the airplanes stored in our hangar will have to be relocated to other quarters or tied down outside.

Our clubhouse will again be the headquarters for the airshow and Patti Koppa will be overseeing various operations from there.

There has been a small change in the show viewing area from previous years. The crowd line used to extend north to about the green hangar. That will now

be extended farther north by about 75 yards so people can watch the show from in front of some of the individual hangars north of the green hangar. This should give a better view of the jet performance.

Combine all of this with great weather and it should be a great success!



### No Redstars this year

The Redstar YAKs and Nanchang-6s that we have been used to seeing here before and during Oshkosh have decided to relocate to West Bend this year. Apparently they feel that they will have more ramp space down there. Although we hate to see them go, we certainly wish them well .

All is not lost, though. There will be three of them performing at Thunder on the Lakeshore for our own entertainment. Now we'll get to see their Manitowoc formation training put to good use!

### New mechanic at Lakeshore Aviation

Lakeshore Aviation has acquired the services of Jeremy Trousil. Jeremy brings a lot of experience with him from working at Executive Air in Green Bay for a good many years. Stop in and say hello.

#### CALENDAR

JUN 3	TUE	Nagirroc Flyers-1900 hrs
JUN 4	WED	EAA 383 meeting-1900 hrs
JUL 1	TUE	Nagirroc Flyers-1900 hrs
JUL 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 -

June already and our big event is only days away. Everything should have been ordered by now.

We'll need help on clean-up and frying porkies on Friday the 6<sup>th</sup> of June about 10:00 am. Friday afternoon will also be our fry-out at the hangar (bring whatever meat you like to grill). We'll have the grill cleaned up and ready to go.

Probably some of the air show performers will be practicing Friday afternoon. More on time from Bruce or at the meeting on the 4<sup>th</sup>.

A thank you to Donna Otto again for getting 9 cases of pancake syrup donated by her employer Bay Valley foods.

We'll need a lot of help on Saturday and Sunday, June 7-8 so if you can find time, we'll see you there.

We've gotten estimates on our hangar roof from Craft Roofing. I'm also checking with another contractor. We'll talk more about it at our monthly meeting, June 4<sup>th</sup>.

See you at the meeting,

Mel

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# Happy Father'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

May 14, 2008

No minutes to report.

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## AOPA Seminar

Thursday, May 15<sup>th</sup> saw a record crowd in attendance at Lakeshore Aviation for “Top Five Mistakes Pilots Make”. Over 140 people showed up to add to their aviation know-how as taught by the pros from the AOPA. Maybe the attendance was helped by the fact that Lakeshore Aviation sweetened the deal slightly by offering free brats and burgers to all pilots attending. The weather also cooperated so that about a dozen or so airplanes flew in for the show.

Despite any incentives, these seminars are great for the data and common sense that they bring to all who show up.

## View from the instructor's side

There's no law that requires you to use a radio in class G or E airspace. Places like Manitowoc and Sheboygan, you can flitter around the airport and not say a word. That's okay, but I won't like you, in fact I'll consider you dangerous. For the most of us, we use a check list involving radios, but check lists are not always perfect, and it's fine if you want to develop your own check list that will bring in more realistic radio usage.

I'd suggest you tune into local weather first. That will give you an idea of what runway you'll use. Then, call UNICOM for a communications check. Next item is to direct your next transmission to XYZ TRAFFIC that you are taxiing to a specific runway.

After your run-up and a thorough visual check, again announce to XYZ TRAFFIC your intended departure.

Arriving at an airport is easier. From a suggested 5 to 10 miles, call XYZ TRAFFIC, tell them who you are, where you are, and what you are going to do. A good idea is to descend to traffic altitude prior to reaching the traffic pattern. Let the entire world know (XYZ TRAFFIC) you're on downwind. If your piloting duties allow, make a short call on base and final. Remember, your primary obligation is to fly the airplane. Oh, and just don't say Cessna or Piper because you could be a jet or a fast twin. Say Skyhawk or Cub or whatever will make it easier to be identified.

Use of the radio is a flying skill as important as stalls, steep turns, and landings. Being a skill, it must be practiced. Even our super heroes who fly for the airlines are human. I heard a call that was hesitant and totally blundered, then a long pause and, trying to recover, I heard: “Chicago Center, United 5218, sorry, I just got new lips....”

Leon CFI



## Sunday, June 1

And Doug Rohde is making a few last minute adjustments to his Storch in preparation for it's first flight since arriving in Manitowoc in a shipping container last fall. After this, it's just a matter of waiting for the wind to die down a little before launch.

Don't know if he made it, but it sure looks ready to go.

## Top Gun in July

The North American Top Gun folks will be in town again in July to acquaint local citizens with the fun of flying in a genuine AT-6 or SNJ.

This means that for a solid week we will hear the wonderful rumble of round-engine airplanes flying overhead.

Top Gun spends about 10 months of the year on tour so these airplanes get to see a lot of flying. Apparently, Manitowoc is one of their better stops with an almost constant stream of customers—old timers reliving long ago days of military pilot training or others who just want to see what it's like to fly one of these great old machines.

Whatever the case, it's good to see these birds in action and the enthusiasm of the local populace enjoying instead of complaining!

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