

Thoughts Aloft~::~



EAA CHAPTER 383 NEWSLETTER

Meeting date and time change!

This month's meeting will not take place on our usual Wednesday night. There are many of our members who are interested in attending the AOPA Seminar that will be presented in that time frame over at the Lakeshore Aviation hangar.

Our meeting will be moved over to Saturday, May 23rd instead, starting about 11:00 am. As President Al notes in his column, we might plan on a little cookout or such during the noon hour. Having the meeting on a Saturday will also give us a head start on getting ready for the pancake breakfasts we will be fixing for the airshow crowd.

So, keep the change in mind and plan on attending both events.

AOPA Seminar

Wednesday, May 13th is the target date for the next AOPA seminar. This one is entitled "GPS From the Ground Up" and deals with all the stuff you should know about that neat little piece of exotic technology that cleverly guides you

around the skies. As it turns out, there's more to it than just a no-brain way to navigate from point A to point B.

Here's a chance to find out some of the things you didn't know about this thing called GPS.

The session will last from 7:00—9:00 pm. Before the technical presentation, Lakeshore Aviation will put on a brat fry beginning about 6:00 pm with brats and soda for a nominal fee.



Finally, a nice warm day along the lakeshore. Time to rearrange the hangar and get our racks of folding chairs close to the front for use at the AOPA seminar and get other things set for the pancake breakfast for this year's Thunder on the Lakeshore.

People attending the seminar will also receive a free pass to "Thunder on the Lakeshore" which is happening on June 6-7. Another good reason to show up!

Still need a Young Eagles Coordinator

Our Young Eagles Day is slated for June 13th and we are still in need of a Young Eagles coordinator. Paul Biegun (former coordinator) has offered to help out anyone who cares to raise their hand. Maybe showing up for this event can serve as some on-the-job training. Give it a try!

Nicolet Airport pancake breakfast

Clete Cisler reminds me that EAA Chapter 651 is having their annual pancake breakfast on Sunday, May 17th. This fly-in is set to start about 8:00 and runs until about 11:30 am.

CALENDAR

- MAY 5 TUE Nagiroc Flyers-1900 hrs
- MAY 13 WED AOPA Seminar-1900 hrs, Lakeshore Aviation
- MAY 23 SAT EAA 383 meeting-1100 hrs

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

From the PRESIDENT -

The Prez says,

It's finally May and time to fly! The weather is improving and so should my landings.

Thanks again to Karl Meyer, Shirlee, Eldon and the Kitchen Crew for another fine luncheon last month.

A number of our members have been sick or in the hospital lately: Karen Morton and Elaine Bronson. Hope you're recovering soon and be back with us. All Members: Please let us know how you're doing so we can send you a cheerful card and some flowers. Call any of our EAA Officers any time.

Meeting Date Change: Since the AOPA Seminar was scheduled for the same time as our regular meeting and most of us want to attend the Seminar on Wednesday evening, let's have our regular meeting at 11 am on Saturday the 23rd followed by a "Pot Luck Lunch" at noon. My specialty is peanut butter and jelly sandwiches! Just kidding.

What's going on at the airport? An Air Show the first week-end in June (6th & 7th). We'll need everyone's help to do the Pancake Breakfast Saturday and Sunday. Jerry Fichtner is fixing up some of tables that need repairing. It may be wiser to replace a few of them than waste time and effort on a losing cause. Let's talk about it at the May meeting.

We still need a Young Eagles Coordinator for the Young Eagles Day – June 13th. We've got a lot of helpers but I need a Leader. Call me right away. I'll be going out to a few of the grade schools and Roncalli to invite them out. We have brochures to hand out also. Let's support two kids this year to the Air Academy in Oshkosh with a \$500 Scholarship for each. Every Young Eagle flown earns our Chapter a \$5 credit we can use towards the scholarship. Several of our pilots have earned credits already.

Anyone interested in building a plane together and sharing this experience with a few high schoolers?

Let's talk about it and how we can proceed. Many Chapters are starting to do this and we can too.

Check out the EAA website for some ideas and let's do a few things together this year!

Al Forner,

your Prez.

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Happy Mother'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 pm and visitors are always welcome.

-----Minutes-----

EAA CHAPTER 383 MEETING Meeting of April 14, 2009

Meeting called to order at 7:05 pm.

There were two new members and one returning member in attendance:

Jim and Jane Goonan

Diane Herrion

Returning member Dick (??)

Al Forner mentioned that paperwork was submitted to EAA National for newsletter/web site award for Bruce Morton.

Treasurer, Karl Meyer, gave a first quarter financial report.

Old Business:

Looking for volunteers to help with lunches on Saturdays following the chapter meeting.

HTR is looking for names of people who have served in the military to honor them on Memorial Day.

Al cleaned the kitchen and back room and reports that we have too much stuff in there. If there ever was a fire inspection, it could be a problem. We have a lot of books that have been donated and we are in need of a volunteer librarian to help organize them. We have a lot of models that need repair and need volunteers to get them back in shape.

We still need a Young Eagles chairman. This position makes sure there is publicity for the event, makes sure there is someone to run the computer to print out Young Eagle flight certificates, makes sure the forms are completed correctly, sent to Oshkosh for entry into the online Young Eagles logbook and sees that the pilots get credit for the flights. If you feel this is something you want to do, please step forward! We need to get kids interested so we get new pilots and new chapter members. Our Young Eagles day is Saturday after the airshow. We will have flyers at our information booth during the airshow that will tell visitors about the event. This may help increase the number of kids attending for a flight.

New Business:

It was brought up that we should look into placing an ad in Trade-A-Plane, seeking anyone who may have a kit aircraft they have started, and would like to donate it to our chapter so we can complete it.

We need to check into the possibility of anyone wanting to come for breakfast only during the airshow, can get through the gate at no charge.

We also discussed the possibility of providing ½ of the amount of the Air Academy tuition as a scholarship for a child to go to the Air Academy at Oshkosh. This would be for someone who is related to a Chapter 383 member. The chapter earns money by each Young Eagle flight that is given. This would help offset the amount we would need to give directly from the chapter funds.

The meeting adjourned at 8:40 pm.

Respectfully submitted,

Julie Hartlaub, Secretary

View from the instructor's side

To give this story a place in history, with one sweep of his BIC pen, President Reagan fired all union FAA controllers and tower personnel. Supervisory people took over the jobs of many. Everyone was short staffed and short tempered. The Republican administration flexed its muscle. What's it going to be like in Class B airspace? The argument still smolders to this day...did Reagan make the right move?

A gathering of Republican functionaries was held in Sheboygan with the Secretary of Commerce as the key attraction. Common sense required if you really wanted the Secretary of Commerce to visit Sheboygan, Wisconsin you, in turn, must arrange appropriate transportation, i.e., a large Learjet. In spite of Danny Dimwit's marginal skills he's hired to be the right seat crewman for the return trip to Washington National. Jerry, PIC on this trip is really a soft spoken nice person. He patiently explains that Danny's duties would be to operate the radios, watch for conflicting traffic and brief the captain on approach procedures. Above all stay away from the large tray of sandwiches....

If you've ever flown in the very front end of a jet you will notice it sounds like a very noisy vacuum cleaner until increases in speed seem to leave the sound further and further toward the tail. This particular aircraft also had a bulkhead and door arrangement that further minimized sound. When reaching cruising altitude there was only a soft volume allowing Jerry and Danny to discard their headsets, monitor the cabin speakers and use the hand held microphones as required. Danny's history now surfaces. He was an expert at screwing up the simplest tasks which means he promptly dropped the microphone on the cabin floor and just as quickly lunged forward to recover the microphone. His little body pushed against the control yoke causing a conflict between the altitude hold function and existing aerodynamics. It seemed as if the Lear hit a pot hole. Even before the aircraft completed its pilot induced deviation, two big guys suddenly appeared asking, "What the hell is going on?" Danny explained to the two FBI gentlemen that this was only a momentary auto pilot hic-up.

If that weren't enough, Danny did what a co-pilot is supposed to do. Brief the boss on important elements of the approach, set up the correct radio frequencies and try not to get in the way. Washington National was advertising the ILS for runway 36. The cockpit needles refused to move. Danny confessed to the controller that they were operating without an ILS. The good guy on the radar advised that they were in VFR conditions and with a few minor vectors the Lear would be on the ramp. Not wishing to talk to the FBI again, Danny remained in the right seat pretending to be busy. He also realized he had placed the VOR on the HSI and not the ILS frequency.

Not too much conversation between Jerry and Danny on the return trip to Sheboygan arriving at 3:30 local.

There were only scraps and crumbs remaining on the sandwich tray.

Leon, CFI

Bruce Morton
3712 Michigan Avenue
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FBO CORNER--

Last week, the Highway Committee voted to approve our request for reduced operating hours because of the decrease in airport usage and resulting fuel sales due to the lagging economy. Although there was much discussion, the bottom line is that any business ought to do something when faced with 50-80% decrease in their income. This isn't something we wanted to do, or caused due to mismanagement, it's just the reality of today's economy, and hope that things will return to "normal" soon so we can get back on with our lives.

In the meantime, though, our hours will be a minimum of 8am-5pm in the summer, and 8-4 M-F in the winter. Weekends we'll be open from 8am-1pm. I say "minimum", though, because our staff has the discretion to stay open whatever hours are needed to take care of business. If it's warm and sunny and there are planes buzzing all over on a Saturday afternoon, or there's a jet inbound, we'll stay open. But if it's cold and grey and no one has flown all day, we'll probably close according to schedule.

But we've also promised to make sure we take care of customers the best we can, both the corporates and the "little guys". We've got arrangements made with all the based corporate operators to make sure their business continues uninterrupted, and are in the process of formalizing guidelines for all operations as we speak. They should be completed within the week and they will be available at the FBO. The county is also in the process of installing new self-serve fuel pumps, so that should help once they're in.

The bottom line is that we want to be there to take care of you, both now and when the economy recovers. If that means we have to come in special, we will. At the same time, we all have to make changes in our lives during this recession, so we ask your assistance in planning your fuel requirements so we can remain financially stable during this recovery period.

Our entire staff is working closely to take care of your needs. We want to hear from you. If you have an idea or suggestion, let us know. If you have a complaint, we'd like to hear that, too. You can also contact Chuck Behnke, our airport manager. We'll be working closely with him to make sure we take care of everyone the best we can. When we started Lakeshore Aviation almost 4 ½ years ago, we did so to make it the best FBO we could. We aim to keep it that way.

So on behalf of all of us, thanks for your help. We all want to work together.

Rick Wrobel-line staff
Erik Hilke-line staff
Bruce Morton-line staff
Frank Hood-line staff

Lisa Wiegert-customer service
Leon Sigman-flight instructor
Jim Wheeler-flight instructor
Jeremy Trousil-maintenance

Curt Drumm-President
Keith Hartlaub-Vise President