

The Tail Spinner



Experimental Aircraft Association
Chapter 533

Masthead Designed by Myles Baker, Sr.
Modified by Debbie Burgess.

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NEXT GENERAL MEMBERSHIP AND BOARD MEETINGS

The next Board Meeting is September 5, at 7 PM. The next General Membership Meeting is August 22, at 7:30 PM.

THE PRESIDENT'S REPORT

Recent columns have referred to aviation points that have occurred during my work trips to & from Washington, including stops at old haunts, and connections to aviation inherent in some of the work sites. Continuing in that vein as a peripatetic carpenter, I was called down to Baltimore last week. On the way back today, I decided to investigate something that has held my curiosity for years.

Heading north on rte. 15 near Trout Run, PA where rte 14 intersects, there has always been a tantalizing glimpse to the right of what looked like hangars, and there was a windsock sometimes barely visible through the trees that obscure any really good look in that direction. Taking the exit and back tracking south on the side road, I passed a municipal park, and then finally a sign for "FinkHaven". There are a number of road signs following, with big warnings, the gist of which is that this is private property, and the speed limit is 5mph. There is an impression that dire things will happen to any scofflaw speed demons on this stretch of gravel.

A short turn between a barn on the left and an unfinished building on the right, there appears what is indeed a well maintained private grass strip, and a set of gas tanks. The open hangars display a row of taildraggers including on the runway side, an immaculate J3 Cub, similar condition Pietenpol Aircamper, a nice red biplane painted in Pitts raiment that apparently is not a Pitts, a T craft, and on the other side, several UL's. Under the barn was another Taylorcraft ready for restoration. I was careful not to nose into the hangars as no one seemed to be about, but there were a number of houses within sight. I walked along respectfully observing what could be seen from 10 ft out.

No one appeared, so I drove a short distance further down the 5MPH posted road to get a better look at the runway, then turned back. A figure was now seated on the porch, and waved. I stopped and went over hoping to learn more. It turns out I was talking to Jeff Fink & his brother. Their father built "FinkHaven" about 25 years ago and they are not averse to transients, particularly of "interesting" taildraggers. The airplanes belong to the airport owner, and "all his buddies". A sister is preparing to restore the T craft in the barn, a fellow bought their Luscombe & came in from OK and spent 2 weeks getting it ferriable, and there are a couple more interesting airplanes in the closed hangar.

The airport sets in a valley with hills all around, though the approaches are not too bad looking from the ground. It is shown on a Detroit sectional just NNW of Williamsport, elevation 640 ft, RWY L 1500ft. so it is short. Due to the set up, it is probable that fuel is not available to transients but that is another point I failed to discover.

Looks like a nice place to fly out to on a good day if the airplane is light & the 3rd wheel is behind you. Just far enough from Elmira to make it an adventure. There is what appears to be a very popular country restaurant at the intersection a mile or so back, though it is not clear if there is any way to get to it from the AP other than shanks mare. Anyone else familiar with this airport?

Business: We had a great turnout of Fly-In guests for our NASCAR breakfast, though local attendance was very slow. Aluminum Overcast seemed to be doing great business on Tuesday. I was not in the area to hear how Wednesday and the totals came out. Thanks to all our volunteers! We need people to show up at the GM meeting to finalize planning for our Flying Start Program scheduled for this coming Saturday, Aug 25; and the Old Engine show in September.

smt

THE SECRETARY'S REPORT; BIRTHDAYS; NEW MEMBERS by Sharon Kaiser

[Editor's note: Sharon Kaiser was unable to attend the August 1 Board meeting, so notes were taken by the newsletter editor and not forwarded to Sharon. Therefore, all omissions, errors, and plagiarism from previous reports are mine.]

The Chapter has three events scheduled for August. The breakfast during NASCAR, on Sunday August 12th and the visit by the EAA national's B-17, Aluminum Overcast, later that week are behind us. Volunteers Kurt Walrath, Stephen Thomas, Vivian R., & Norm Griswold worked the event on Tuesday, the 14th. The B-17 flew 3 full flights and according to Stephen, "We had a good day, happy crowds, and sold a fair amount of merchandise". On Wednesday, the 15th, John Flanagan & Dot Pulver covered the merchandise trailer, while Ray Thweatt, Bob Bell, and Carl Proper ran the B-17 tours in the afternoon. Hope to hear additional details on these two events at the next general meeting.

The Board has decided to move the Flying Start program to Saturday August 25th, instead of August 18th. It will be held noon to 4 PM. This event's purpose is to present to the public an overview of what it takes to get into flying, as well as what is available, i.e. gliders, ultra-lights, light sport aircraft, homebuilding, etc.

As EAA 533 President Stephen Thomas indicated in an email to the chapter, he received a notice from Tower Chief, Kammie Morrissey, about runway work on 6/24 at ELM, starting on August 15th and ending in October. The project will be completed in phases, with an end result of new pavement on 6/24 and centerline lights.

We have one event lined up for September: the Old Engine Show will be held Sunday, September 30th.

Board Summary

Meeting held August 1, 2007

Attending: John Flanagan, Brian Jones, Fred Marsh, Stephen Thomas, and Kurt Walrath

Guest: Louis Beverly and Brenda Benza

Brenda Benza, from the Wings of Eagles Museum, lead a discussion on coordinating Chapter and Museum support for the B-17 visit this month. Minutes of the previous Board meeting read and approved. Treasurer's report presented. Louis Beverly was appointed to finish out the Board term of Ryan Smith, who wrote a very nice resignation letter to the Board. Ryan cited his studies and work load as the driving factors in this decision. Nieuport project reviewed. Discussed CA-65 project donated by member Norm Griswold. Planning for the August events discussed. Some Flying Start program presenters need to be contacted for the August 25th event. The list of topics and potential presenters was reviewed and status updated, which included: the local glider organizations, First Air, ultra-light aircraft, light sport aircraft, a medical examiner, gyrocopters, hang gliders, 2-place weight shift, A&P, helicopter and fixed-wing construction projects, restoration projects.

New Members

Any new members will be acknowledged in September's newsletter.

July Birthdays

We will combine this month's birthdays with September's listing.

EAA e-HOTLINE

The EAA e-Hotline subscriptions can be submitted at <https://secure.eaa.org/ehotline/subscribe.html>. Here are a few sample items of interest from the latest issue:

August 15 has passed, but...

Some hints for owners of fat/two-place ultralights

August 15, 2007, was the first of a series of three dates the FAA established to help individuals complete the process of transitioning "fat" and two-place ultralights to experimental light-sport aircraft (E-LSA) status. But all is not lost if you haven't applied for your N number yet. [Read more](#)

COMPLETE THE AIRVENTURE PILOTS ATC SURVEY

Did you fly your airplane to EAA AirVenture Oshkosh 2007? If so, the FAA's air traffic control team asks that you take a few minutes to complete a 10-question survey located on the [EAA AirVenture website](#). Your help will provide important information that will allow controllers to continuously improve the process to make for safer, more efficient operations at future fly-ins.

Read more at http://www.eaa.org/communications/eaanews/070816_deadline.html

NEWSLETTER & WEB CONTACT INFORMATION

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EAA 533 CHAPTER CALENDAR – Events normally held at the Chapter Clubhouse/Hanger

- Board Meeting: 1ST Wednesday of the month at 7:00 PM {Except July – 2nd Wednesday}
- Membership Meeting: 4TH Wednesday of the month at 7:30 PM
- Nieuport 11 Project Meeting: Every Sunday at 9:00 AM unless there is a breakfast open to the public. It follows the Cook-it-yourself breakfast
- Cook-it-yourself Breakfast: Every Sunday at 7:30 AM
- Newsletter submission deadline: 2nd Wednesday of the month

2007 EVENTS (Note updated events, dates, and times)

Breakfast Event during NASCAR NEXTEL Cup at Watkins Glen – Sunday, August 12, 8:00 - 11:00 AM [Completed]

Aluminum Overcast Visits Elmira-Corning – Tuesday/Wednesday, August 14/15, 2007 – [Completed]

Flying Start Program – [Date change] Saturday, August 25, 2007, EAA 533 Hangar, Noon – 4 PM,

A seminar to promote aviation, open to the public with speakers, displays, FAA WINGS program, etc. Refreshments served. Door prizes, including introductory pilot lessons .

Old Engine Show Breakfast – Sunday, September 30, 2007, 8:00 AM [**NOTE – DATE CORRECTION**]

EAA 533 Chapter Elections

Elections are coming this October and members for a nominating committee will be sought at the August general meeting.