

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 July 11 (note the date change due to the Independence Day holiday), at 7 PM. The next General Membership Meeting is June 27, at 7:30 PM.

THE PRESIDENT'S REPORT

Continuing my work trip related aviation reminiscences: 3 weeks ago on the way down to Washington I left on a Monday with a load of materials, so got down in the vicinity of Gettysburg with time to spare in the afternoon, and stopped in at the airport where I first soloed. My Cessna 175 was based at FDK in Frederick MD at the time, but due to some maintenance issues, I was renting a C-150 at Don Doersom's airport in Gettysburg as time for my solo approached. It was there on a cold, breezy, February day during a snow shower making it even more memorable that I made 3 TO's & landings alone in the airplane for the first time.

A few years later in the C-175, I spent time (hopefully unobtrusively) over the Battlefield & a local farm observing as the actors below shot their scenes and held battles for the Ted Turner movie "Gettysburg" (so if you see an airplane shadow in a civil war movie, it might be mine!) It was not specifically prohibited during the early days of the film shooting, or as it is now for "major gatherings"; though as shooting progressed, I believe they began issuing notams. We used to sometimes see Dwight Eisenhower leaving church in Gettysburg on Sundays when I was a kid, and my music teacher's house was across from his farm, so it was interesting to fly over that and think that he used to fly a twin Commander into the short narrow runway at Gettysburg long ago.

The recent Monday when I arrived on my nostalgia trip turned out to be meeting night for EAA chapter 1041 the "Gettysburg Barnstormers". <http://gettysburgbarnstormers.googlepages.com/>. I was unable to stay for the meeting due to a pre-arranged dinner invitation, but met some members, in particular Mr. Dick Golden, who generously spent a lot of time with me before the meeting

reminiscing about 20 years of history and changes at W05. The runway now has regular night lighting instead of smudge pots (formerly “by prior arrangement only”) & has been widened. Some of the buildings, particularly the old maintenance building, and the trailer where we students did ground school have been removed, and the gas pumps moved out from under the approach path! The airport was actually sort of dying when I soloed there. It has now been bought several times and is currently owned by a PA “Airport Authority”. It is now a thriving small airport, has an active EAA chapter, and looks like a great place to stop for a Sunday fly out.

Business: I continue my despicably lackadaisical approach to leadership by absconding to Scotland & Wales for 3 weeks, flying out of Newark on June 27 the evening of the GM meeting; and conveniently bypassing the next Board Meeting as well. Will try to keep this on track by finding some place to fly a small airplane in Great Britain, as well, if possible. Just so no one feels too sorry for me.

In the meantime we have planned a Flying Start Program for August 18. People need to get together to support it, plan, and organize. Start at the GM meeting on Wednesday to confirm that it is something the Chapter can pursue; then mete out assignments.

It has been noticed that the Board Meeting falls on Wednesday, July 4. Currently the plan is to move it to the 11th, unless Louis Beverly receives objections up until the publishing day for the newsletter (tomorrow, Sunday). Final decisions and plans for Flying Start should be made at the July 11 Board Meeting.

Thanks to all for making this chapter run so smoothly. I do apologize for not being very available this spring, with work and the long postponed vacation. Considering recent events (Carshow weekend, e.g.) it seems that the chapter may even do better without me around! Such supportive cohesiveness is a credit to all of us. Again, _Thanks!
smt

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

The Vintage Car Show breakfast, June 10th, was a busy morning with almost 300 breakfasts served. Young Eagle pilots Bryan Cotton, Brian Jones, and Dick Walters flew loads of kids, while Martin Green took care of the signups and certificates.

The following Sunday, June 17th, was our Father's Day fly-in breakfast and Pig Roast. The breakfast crowd was light but there were several father/son attendees. This year's pig roast, EAA 533 was responsible for everything except the pig. Many thanks to Barb Jones, Brian's wife, who put her catering business expertise to work for the chapter, preparing the salt potatoes and cole slaw, and supplying the serving equipment. Thanks also go to the members who put in some long hours, both at the Vintage Car Show and Father's Day.

The month of June will close out with the Pride Ride breakfast, Saturday June 30th. We need all hands on board for this one, the biggest of the year. Breakfast serving begins at 7:00 AM, so it's another early start. The Wings of Eagles Discovery Center is planning an Air Fest event that day, between the Pride Ride and the Set the Night to Music fireworks in the evening. We will have

more details about our participation, as far as displays and Young Eagles, by the general membership meeting on June 27th.

We also are in the planning phase for the August 18th Flying Start program, noon to 4 PM. The purpose of Flying Start 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, etc.

The New York State Department of Transportation is seeking applications for the Adopt-A-Highway program. The board of directors thought this would be a worthy effort for the chapter and discussion will be held at the next general membership meeting.

Board Summary

Meeting held June 5, 2007

Attending: John Flanagan, Brian Jones, Sharon Kaiser, Fred Marsh, and Ray Thweatt

Guest: Louis Beverly

Minutes of the previous board meeting read and approved. Treasurer's report presented.

Nieuport project reviewed. Planning for the three June events discussed. Flying Start program presenters need to be contacted for the August 18th event. A list of topics and potential presenters was formulated, which included: glider school, East Hill Flying Club, First Air, ultra-light aircraft, light sport aircraft, a medical examiner, Dick Vockroth, Rick Thorne, Ray Thweatt (gyrocopters), hang gliders, 2-place weight shift, A&P, the Robbins brothers helicopter project. Discussion on the transfer of the 140 from EAA 533 to the Elmira Aeronautical Associates, Inc. A newspaper notice regarding the Adopt-A-Highway program was discussed.

New Members

Welcome to:

Harold "Hap" Cole

Jonathan Meigs

June Birthdays

Roger Smith June 6

Betty Mruk June 10

Kammie Morrisey June 18

Don Narde June 25

Len Solomon June 25

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:

EAA e-HOTLINE Q & A:

Question of the Week

Please provide me with a list of FBOs/Flight Schools that rent light-sport aircraft in New Jersey, Pennsylvania, and New York.

Answer:

While we do not have a specific list of FBOs, we do maintain a sport pilot instructor database on the [EAA sport pilot website](#). The database does include a listing of what aircraft the instructors have available.

26 DAYS (AS OF JUNE 27) UNTIL EAA AIRVENTURE OSHKOSH 2007!

Useful Links below:

[PRELIMINARY DAY-BY-DAY SCHEDULE](#)

[AIRLINES DISCOUNTS FOR EAA AIRVENTURE OSHKOSH](#)

[ORDER YOUR EAA AIRVENTURE 2007 NOTAM](#)

[AIRVENTURE WAYPOINTS, FUEL STOPS](#)

[SUBMIT YOUR EAA AIRVENTURE TYPE CLUB EVENT](#)

[FIND, PROVIDE A RIDE TO OSHKOSH WITH EAA RIDESHARE](#)

Read more at <http://netscape.compuserve.com/whatsnew/new.jsp>

NEWSLETTER & WEB CONTACT INFORMATION

NEWSLETTER: Loubeverly@cs.com

WEB: kurt@kurtwalrath.com

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 (there are some dates and times yet to be nailed down.)

Vintage Car Show Breakfast – Sunday, June 10, 2007, 7 – 11 AM [Done, GREAT]

Father's Day Fly-In Breakfast/Pig Roast/Fly Market – Sunday, June 17, 2007,
EAA 533 Hangar, Breakfast 7 – 11 AM, Pig Roast 12:30 PM [Done and Fun!]

Pride Ride Breakfast – Saturday, June 30, 2007

Flying Start Program – Saturday, August 18, 2007, EAA 533 Hangar, Noon – 4 PM,
A seminar to promote aviation, open to the public with speakers, displays, FAA WINGS program, etc.

Old Engine Show Breakfast – Date to be announced

FROM THE RIGHT SEAT – a perspective from our ‘copilots’

[Spouses, significant others, family, or friends of Chapter members are encouraged to submit their thoughts about this activity we love from their points of view. Thanks, Bryan and Adam].

Adam's first flight

Well, it couldn't have gone any better. A nice smooth morning, cool temps, and a non-rushed buildup to get Adam's enthusiasm up all seemed to come together. Some initial trepidation turned to rapture as we turned north and flew over the hills. We flew up over our house, over Watkins Glen, Horseheads, and back to ELM. The end of the flight it turned a little bumpy, but it didn't bother Adam at all. I even managed to do a nice landing, of course nobody saw it. He may be hooked!

-- Bryan Cotton



THIS MONTH'S "TAIL SPINNER"

[Editor's note: This is another new feature we should consider as a permanent or periodic feature in our Tail Spinner newsletter. Thanks, Len.]

Len Solomon's Tri-Pacer to Pacer Conversion

Below is a photo of Len Solomon's Tri-Pacer conversion to a Pacer. The fuselage is ready for cover after he gets a pre-cover inspection. Let's hope for some more details on this conversion in a future newsletter. Len, why would you want to remove the nose wheel in the first place?

