

# 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

**REMINDER!** The next General Membership Meeting is March 5, at 8:00 PM. The Board Meeting is also on March 5, starting at 7:30 PM.

## THE PRESIDENT'S REPORT

*[Editor's note: You have to love this next story from our president Bryan Cotton.]*

This afternoon my wife & younger son had an appointment out of town. So my 6-year old, Adam, wanted me to take him bowling. Sure, no problem. I'm not much of a bowler, but he's a little into it as the local lanes are the place to have a birthday party if you are 5-7 years old. We pull into the lot, and it is packed. I start to worry that we might not get a lane, and the disappointment I'm going to have to help Adam deal with. So, I mention that if there isn't a lane we can still do something, like fly the C140. He gets all excited, and asks if we can just do that instead and we never even get into the bowling alley. Well, that's ok with me!

So over to the EAA hangar we go. It's heated, makes for a pleasant preflight, and better yet one of our members is there working on his Navion. An extra pair of hands to move the C182 out of the way. The airport has plowed the ramp. Everything is lining up for us. Before long we are taxiing to the active, through some puddles and slush. Some of it kicks up on the wings. Before long, we are airborne. No airspeed. I look out at the wing and see the flapper pitot tube protector stubbornly stuck in its parked position. Some of that water that splashed up must have frozen it in place. It did its job of protecting the pitot for next flight, but for this time around it didn't work out. I think that once I get to cruise airspeed it will pop open, but it never does until I put my hand to it later. I learned something today, taxi slower through the puddles when it's cold.

We are heading to Corning-Painted Post, 7N1. Not very far, but we buy gas there. Plus at 6 you don't measure fun by the hour, but by the experience. On the way over we climb briefly above the clouds.

They are at 5000', scattered. Better than the briefer said, 2400 broken now, 2500 broken later. Over 7N1, it looks like we aren't landing there. The runway isn't plowed. Adam is disappointed. I decide to do a low pass, call on the Unicom to see if anybody is around. One of my co-workers, Geoff, is there working on his C150. He gives me a report that there is only an inch on the runway. Nobody has landed or departed yet, but they are thinking about it. So I decide to give it a try. It was the softest landing I've ever experienced. Just a gentle whoosh and we are down and stopped. A little harder to turn with the poor braking action. My first attempt at a 180 to back taxi was a failure, but it got me close enough to the edge to do my 180 the other way successfully. On the way back I can see my tail wheel touched down about 10 feet before the mains. Then again, I guess that could mean they all touched down together. It could have been my second perfect 3-point landing. I did my first one, accidentally, in 1990 as a student pilot in a PA12.

After we pay for gas we head back out to look at Jeff's C150. He and his partner are flying it to Florida tomorrow, for a little fun and adventure. They were going to leave today but the weather earlier was no good. Our arrival turns out to be the jolt that kicks the heart of the airport back to life. A pretty yellow J3 taxis out onto the snowy runway, pulls onto the cleared ramp to do a runup, then departs to the north. The cub is off the ground quickly, but we get to watch it for a while, as it doesn't depart very quickly. Geoff's C150 battery is flat and we get to watch the airport manager hand prop the airplane. Simple little things, but they are magic to a 6-year old. Maybe because it is still a little magic to me. We depart and another Cessna departs after us. Geoff's C150 taxis up to the end of the runway and we circle overhead to watch him take off. I watch the C150 separate from the ground, and its shadow, like I've done so many times before. I look over at Adam, I'm circling to the right so he can see it easily, and I can see the fascination of watching the shadow slide to the east away from the airplane, as they both translate north. He can already add, subtract, multiply, and divide. I think geometry is percolating in there too. The airspeed works this time. Adam rests his hands on the yoke. He's not brave enough yet to have me take my hand off, but he likes feeling the motions of the controls as I guide the aircraft through the sky. No rush Adam. We do this at your speed, we have years left. The one piece of advice my dad gave me was to never scare you.

Elmira clears us for a full-stop, tells us to call a 2-mile left base to Runway 6. Adam asks, "are we going to do a touch and go or anything?" I ask him if he wants to, and he says yes. Hard to describe how satisfying it is to share one of your passions with your kid, and hearing him ask for more.

We pull back up to the EAA hangar, now there are two members there. Lots of hands to drag the C140 and C182 around. We get everything tucked back inside, doors closed and locked to keep the heat in. It was not much of a flight, in terms of distance, time, or anything else. But a feeling of well being is now mine. I can make it through the insanity of work that next week will bring.

Sadly, I didn't bring my camera to get pictures. I thought I was going bowling. My wife still doesn't believe my story.

-- Bryan

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

Due to my role as caregiver after Hal's stroke, I haven't been able to keep up with the secretary's report, but will contribute the best I can.

The 2008 EAA 533 Membership Roll will be published shortly. If you haven't mailed your dues yet, please send them in. Your signed membership cards will be included with the roster.

Many thanks to newsletter editor Louis Beverly; who has kept you up to date. By now, the membership should be aware that EAA 533 is combining nights for board and general membership meetings, holding both on the first Wednesday of the month. The board of directors meeting starts at 7:30 PM with the general membership meeting following at 8:00 PM.

The chapter will be hosting a Flying Start program on Sunday, May 4th. We held a Flying Start last year, on August 25th, and decided to move it up this year, at the start of the good flying weather. Please come out to the March and April general membership meetings, to help out with this program. Flying Start is a good opportunity to present aviation to our community, from home building projects to learning to fly. Let's get fired up, and share our love of flying with others.

When time has allowed, I've gone up to the hangar to get the 140 into the air. It's good to see all the activity on a Sunday morning, with the crew working on the various projects. The Nieuport project is a great opportunity for our members to learn about building an airplane, hands on.

### March Birthdays:

Dick Walters March 04

David Shaw March 13

Nancy Sherman March 21

Ruth Walters March 30

End of report

## EAA e-HOTLINE

The EAA e-Hotline subscriptions can be submitted at <https://secure.eaa.org/ehotline/subscribe.html>.

Here are some sample items of interest from the latest issues:

### **NEW EAA CALENDAR OF EVENTS NEARING OFFICIAL LAUNCH**

We're closing in on 1,000 events listed in the new EAA [Calendar of Events](#) that will officially launch in a couple of weeks. Thanks, everyone, for the tremendous response, and keep 'em coming! The new calendar includes powerful search functions allowing users to quickly find aviation events in their local area or according to their area of interest. It also automatically generates useful information such as maps, airport information and links to the EAA Flight Planner. To make this the most comprehensive aviation events calendar on the web, we need to list as many aviation events as possible. Where better than to start than with EAA Chapter network, which generates

more than 10,000 aviation events per year? For more information on the new EAA Calendar of Events, visit our [FAQ page](#)

#### **EAA 'TIMELESS VOICE OF THE WEEK': TOM TAMRAZ**

Tom Tamraz was a B-17 gunner with the 831st Bomb Squadron, 485th Bomb Group of the 8th Air Force flying out of England during World War II. After only a handful of missions, he was transferred to the 67th Bomb Squadron, 44th Bomb Group of the 15th Air Force flying on B-24s out of Italy. On December 26, 1944 his plane was hit by flak and caught fire over Yugoslavia. Tom bailed out and spent the next 44 days evading capture. Sadly, Tom passed away in 2006, but the [amazing story](#) he left behind is an inspirational and fitting tribute to his service.

#### **EAA 'TIMELESS VOICE OF THE WEEK': ROBERT MARTIN**

In celebration of Black History Month, this week's story comes from Tuskegee Airman Robert Martin. Robert was a junior learning to fly in the Civilian Pilot Training Program at Iowa State University when Pearl Harbor was attacked on December 7, 1941. After graduating in June 1943, he enlisted in the Army Air Corps and was eventually sent to Tuskegee, Alabama, where he learned to fly the Army way. Facing discrimination and racial prejudice, Robert persevered and made his way into the 100th Fighter Squadron of the 332nd Fighter Group, the famed "Red Tails." On his 64th combat mission, Robert was shot down over Yugoslavia, where he was picked up by partisans who helped him evade capture. See [his story](#).

#### **EAA 'TIMELESS VOICE OF THE WEEK': SUZANNA DARCY-HENNEMANN**

Suzanna Darcy-Hennemann joined Boeing in 1974 as an aeronautical engineer. Seven years later she became a 757/767-ground school instructor. In 1985 she became Boeing's first woman Production Test Pilot. Today, Suzanna is the Chief Project Pilot in Boeing's Engineering Flight Test department working on the new 777-200LR Worldliner. A participant in EAA's Women Soar program, [Suzanna's story](#) has inspired numerous young women to learn how to fly.

#### **EAA 'TIMELESS VOICE OF THE WEEK': EDNA GARDNER WHYTE**

Edna Gardner Whyte (1902-1992) became a licensed pilot in 1931, a time when few women were flying. She entered her first air race two years later, and over time would win more than 100 trophies in cross-country air races and aerobatic competitions. Prior to World War II Edna founded and operated the New Orleans Air College and airport. After the U.S. entered the war she sold her airport to the U.S. Navy, then tried to enlist as a pilot herself and was denied. So she taught military pilots how to fly instead - over 5,000 by the end of the war. Over her lifetime, Edna logged more than 30,000 flying hours - nearly three and a half years in the air! The Antique/Classic Division of the EAA (now the Vintage Aircraft Association) recorded [this interview](#) with Edna during the 1986 EAA Oshkosh Convention.

### NEWSLETTER & WEB CONTACT INFORMATION

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

- Board Meeting: 1<sup>ST</sup> Wednesday of the month at 7:30 PM
- Membership Meeting: 1<sup>ST</sup> Wednesday of the month at 8:00 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: last Wednesday of the month

2008 EVENTS

Planning is underway for 2008 calendar of events, so please refer to this section of the newsletter the list of 2008 activities.

Flying Start program on Sunday, May 4th

Car show is June 8<sup>th</sup>, 2008. Breakfast will be \$5.00.