

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 October 3, at 7 PM. The next General Membership Meeting is September 26, at 7:30 PM.

THE PRESIDENT'S REPORT

Many of you know by now that a couple Wednesdays ago I saddled up our trusty steed N72362 and headed west into the sunset toward Oshkosh. Leaving the ELM area under a broken cloud layer, conditions were bumpy with strong headwinds (20Kts) that gradually eased a bit crossing into Ohio after my first fuel stop in Corry-Lawrence. Next stop was Fostoria, OH around 4PM where the clerk gave me the keys to the boss's wife's Camry to go in town for a sandwich. By Valparaiso, IN, where I landed for the evening, winds were almost calm and the sky clear. Valparaiso is a great little airport; the desk clerk tossed me the keys to their loaner car, gave me a book listing the best places to stay with directions, then threw in a card identifying me as a pilot customer entitled to a significant discount at the local hotels.

Thursday was breezy but clear with a bit of haze. There was a moderate crosswind that turned into a ripping tailwind as our little Cessna rounded the corner south of Chicago and headed north to OSH.

The 135 – 145 ground speeds registering on the GPS were impressive.... except for the nagging thought that at the end I'm going to have to land in this! Thanks to all those lessons with John Flanagan years ago, and all the headaches I caused him, it did come together at the last moment, as the tower commanded "72362, don't stop on the runway, proceed to taxiway & exit left" I commented, "I'm not actually stopped, your wind is blowing me backwards." By prior arrangement, EAA had suggested the west ramp, so that was clarified and exit made right. First time ever at OSH, and our chapter is represented tied down on Aeroshell Square!



A few weeks earlier, EAA HQ had sent out an invitation to chapter presidents offering a Leadership Academy. 35 of us were enrolled. Pre-conference materials were not clear on what would be covered, but I know that hey, any help available in that area, I can use.

In fact, this turned into a very well planned forum designed by HQ as an attempt to improve relations with local chapters; & to discover how an enhanced relationship and response can move us all forward in facing some of the greater challenges facing aviation today. At one point, Adam Smith (Museum curator) made a presentation in which he bluntly stated: "We know there is something indefinable wrong or missing....." (in the HQ/chapter relationship). This was reiterated in other ways by Bob Warner and other staff. What a breath of fresh air!

There were numerous opportunities in between forums to tour all the facilities at Pioneer Field, and the Museum and HQ. The sessions themselves were intense, rigorous, and long. We attempted to define a chapter, consider our best methods for recruitment and retention of members, what is leadership in terms of an effective chapter and how do we develop it, how do we engage youth, how do programs and activities advance our goals and relations with community, how do we raise funds, how do we acquire a chapter hangar.

At the HQ level, nagging concerns are "what is or should be EAA's (all of us) role in arresting the declining pilot base, and in actively (proactively?) developing new pilots?" There is a strong initiative that we should be active in this area; how to do it while minimizing liability. How do we develop CFI's? Apparently many chapters have members who can't even get their LSA's in the air due to lack of DAR's for the AC, and instructors for the pilots. There are more CFI's than ever in history, but very few who are teaching, as opposed to heading for the airlines. Our chapter (and local area) is very fortunate in this respect.

Correlating with this, HQ acknowledges in an oblique way that in the past, chapter owned AC have sometimes been an asset to this problem in developing pilots. I was invited to give a presentation on how effective 72362 had been for our chapter in building cohesiveness & interest, developing maintenance skills and awareness in the past when it was a project, attracting people interested in becoming pilots, developing tailwheel pilots, maintaining proficiency, and most recently supporting a couple young men who have interest in different directions in aviation careers. There is near nil

likelihood that Chapters will be “allowed” to own AC directly, but HQ is tentatively exploring whether support for flying clubs is something that should be encouraged, and how.

HQ’s ever constant issue of non-national members was also addressed. In talking with other presidents, it is pretty clear we all have the same approach: You do not turn away a potential new member if they are not yet ready to join National, and you do not turn out members who have been involved for years, perhaps given significant service, donations, and just been good friends and members but who for their own reason decide not to renew with national. HQ recognizes that this is an untenable issue to take a hard line stand on if they want to be effective at recruiting in the margins. Discussion focused on how best to make it desirable for a member to maintain full participation; since it is to the advantage of all of us especially in areas like head count to influence politicians

I took two overwhelming impressions away from the conference. One is that HQ really senses that there has to be more of an “us” in relations if we want to advance, as opposed to top down fiat. Our chapters are their best resource. I made the point that a successful local chapter is much like running a successful small business. We are successful because we do things “right” in our communities and in accordance with the avowed mission of our 501(c)3 charter. It is patronizing for HQ to assume they automatically know better, as projected in some of their former approaches. And they agreed! I also made a point of “getting right” with Brenda. It was a good thing to have actual face time with so many HQ staff we only see as names in print, but who are personally very passionate about aviation, chapter relations, personal member relations, and they all work their tails off non-stop. Everyone of us, I think, shares that interest. With HQ initiative, we are now working to see that we are not working at cross purposes in promoting those same overall objectives.

The most overwhelming impression was how well our chapter stands up. We do an awful lot of things very well. We do community and public relations, have a wealth of programs, are on a sound foundation financially, have great member participation in events, promote various educational opportunities, have projects, and own a hangar; just to hit the highlights. Thanks to many who went before in our chapter, many who have been involved now for so many years and perhaps like me are feeling a little “tired”, and thanks so much to our recent fortuitous influx of very capable and energetic new members who are stepping forward to carry things forward!

Now if you’ all would try to show up at a general membership meeting from time to time, maybe we could start having some good meeting programs like we used to. We need a critical mass of regular attendance so we don’t embarrass our selves with presenters, as was happening back when the programs started winding down a few years ago.

September GM meeting includes nominations to the board (described elsewhere in the newsletter).

Nominations from the floor will also be accepted at that time. Elections in October.

Thanks!

smt

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

[Editor's note: Sharon Kaiser was unable to attend the September 5 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.]

Everyone is reminded to attend our one Chapter event lined up for September: the Old Engine Show, which will be held Sunday, September 30th. Cooking breakfast will be the main Chapter task. Suggest we bring anything we have that is old for display and or operation. Workers are requested at 7:00 AM and breakfast starts at 8:00.

Board Summary

Meeting held September 5, 2007

Attending: John Flanagan, Stephen Thomas, Ray Thweatt, Louis Beverly

Discussed upcoming Board election. There are three open positions and seek 5 candidates.

Nominations at the Sept meeting and voting to occur in October. Ballots go out with the October newsletter.

Nieuport project: Briefly discussed the builders log and supporting documentation.

Newsletter: Louis Beverly to begin working on a Chapter member biographies project.

The Board considered the possibility that the CA-65 could be taken over as an individual project. Ownership was discussed, which will be more of an issue when airworthiness certification occurs. Space for the project does not appear to be an issue at this time.

NASCAR breakfast had lots of fly ins but few walk-ins. We will plan better for next year.

Aluminum Overcast. Special thanks to Ray Thweatt, John Flanagan, and others for their efforts. Lots of merchandise was sold by the Chapter members.

Flying Start – 15 to 20 attendees. Powered parachute owner Vince Praczko joined the Chapter.

Old Engine Show – Sunday 30 September. Cooking breakfast will be the main Chapter task. Suggest we bring anything you have that is old.

No word on Chapter 602's proposed fly out to visit ELM, our Chapter, and the Fighter Museum.

New Members

The list of new members was not available at time of printing and will be acknowledgement will occur as soon as possible.

Member Birthdays

Let's hope we catch up by the next newsletter.

EAA e-HOTLINE

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

EAA HOSTS SPIRITED CHAPTER LEADERS ACADEMY

Thirty representatives of EAA chapters from 16 states gathered in Oshkosh last weekend for the first-ever EAA Chapter Leadership Academy, a two-day conference of group discussions, breakout sessions, idea sharing, and future activities planning. The tremendously successful gathering saw participants discuss such topics as membership recruitment & acquisition, engaging youth, programs, activities, fund-raising, and chapter clubhouses/hangers.

Read more and see our Chapter President Steve Thomas in a group photo at http://www.eaa.org/communications/eaanews/070920_chapters.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)

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

Old Engine Show Breakfast – Sunday, September 30, 2007, 8:00 AM

EAA 533 Chapter Elections

Elections are coming this October for open Board positions. The Board nominating committee has been contacting Chapter members to solicit candidates who would be interested in accepting nominations for the ballot. Nominations will be accepted at the September general meeting and self nominations are also acceptable. The current plan is to have sample ballots included in the October newsletter mailing and voting will take place at the October general meeting.

“Bring a friend “ will be the theme for the October meeting. Hot dogs and refreshments will be served.

EAA 533 Chapter Hanger

Last year I volunteered to be the chairman of the hangar heat committee. It worked out really well last year, we heated the hangar to about 50F. The temperature and humidity was nice and constant, good for the airplanes and projects due to lack of condensation. After my initial proposal, the board offered to pay half the costs of heating the hangar to 50 degrees with EAA 533 funds. There were about 7 contributors to the heat fund, we averaged about \$25/month each over the course of the heating season. We also had a couple of generous donations to the cause. I plan to spearhead this effort again, assuming continued support from the EAA 533 board, and interested members. For those who plan to actively help with the costs, I'd like to start collecting heat money next month. The agreement I worked out with the board was that I'd be personally responsible for submitting half the heat costs each month. So, even if the heat costs in October are low, come January/February they won't be, and a little extra cash in the fund from the warmer months will help out. I would encourage anybody who wants to help with the heat bill, either with a 1-time donation, or a monthly pledge, to contact me. This is all voluntary. I encourage everybody, whether they donate to the heat fund or not, to come to our EAA 533 activities and enjoy the warm hangar this winter.

Other heat related activities I'd like to propose is some work on the hangar door sealing. I'd like to get some new adhesive door seals, the ones we have are pretty squashed down. I also notice a lot of daylight on the top of the north hangar door. If you stand on the right side of the door, inside, and look up through the gap in the ceiling tiles you can see what I mean. To get up to seal that hole I'll need an extension ladder, which I have, but my little Saturn isn't about to get it to the hangar. If anybody has a suitable ladder they could lend and a means to get it there, please let me know. And, anybody who wants to help with the sealing is welcome. I'd rather keep our heat dollars inside where they belong!

Thanks in advance for your support.

-- Bryan Cotton

THIS MONTH'S "TAIL SPINNER"

Update on Len Solomon's Tri-Pacer to Pacer Conversion Project

The fuselage is ready for finish color which I hope to start this weekend. Everything else is through final color, including the flaps and ailerons which were painted Tuesday. There are a few small parts to be painted at some point.

- Len

[The photo below is one of two submitted by Len to the newsletter back in June, but not printed. Let's hope he finds some time between all of the painting to take some more photos.]

