

THE FLYER

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Chapter Meetings are held the first Wednesday of each month at the Sport Aviation Center, 3600 Wildwood Ave, Jackson, Michigan 49202-1811 unless otherwise published....

This month's Meeting will be held on Wednesday, November 7th at 7:30PM.

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CHAPTER NOTES

OCTOBER CHAPTER MEETING MINUTES (10/3/2007)

The Meeting was called to order by the President, Earl Scott.

Treasurer's report was given and the Chapter is solvent.

Fay Bolender took a few minutes to talk about the Museum and ask for volunteers to help in its maintenance.

And then Fay, requested a \$75.00 donation for the flower beds in front of the Sport Aviation Center which boarder Aviation Heritage Park....

Fay also requested the use of the Sport Aviation Center next spring for a White Elephant Sale to obtain funding for the Park.

No action was taken on the \$75.00 request. At this meeting.

A report was given on the status of the Chapter Election Committee and several candidates names were added to the list at this meeting.

The President gave a report on the replacement of the Sport Aviation Center Roof. If the roof was replaced in stages the cost would be \$4,800.00 for the Meeting Room, Museum, Office and Restoration Shop area. The cost to re-roof the Hangar would be \$5,600.00.

A motion was made, by Curtis Chapin and seconded by John Feldvary and carried by the membership at the meeting to obtain an estimated cost to replace the complete roof. If the estimate came in under \$10,000.00 replacement would be at the discretion of the Officers.

Lynn Matteson gave a describing on his flight to California in his Kitfox... Of course, he prefaced his discourse first by asking if there were any visiting FAA Types in the meeting.... One has to stay on the safe side being a Sport Pilot....

The Meeting was adjourned.

THE ELECTION OF OFFICERS

The election for Officers will be held at this meeting. You must be present at this meeting to vote. You vote will determine your leadership for the next two years.

There will be no voting by cell phone or absentee ballot...no text messaging... no smoke signals... and don't try "It was a act of God that I wasn't there" excuse... God already told me that that excuse was a bunch of raspberries...

Also, you will be asked to appoint and additional Technical Counselor...

The Candidates are as follows:

Office of President:

Earl Scott

Office of Vice President:

Curtis Chapin

John Eiler

Office of Secretary:

Steve Matthews

Scott Preuninger

Office of Treasurer:

Chuck Furgason

Chapter Board of Directors:

(Vote for only one)

George Bolender

Charlie Moore

Daniel Stanton

Representative to the Airport Advisory

Council:

John Eiler

Technical Advisor:

(Appoint only two)

Jay Cavender

Joe Phelan

...Well Guys there are your Candidates...

PLANS BUILT AIRCRAFT ON BOARD

The Chapter has come into the possession of a ZodiacCH601, two-place, tri-gear, all Metal aircraft that takes a Rotax engine.

This is an unfinished plans built aircraft, and we are still sorting though to determine what assemblies are completed, are in process, and what remains to be fabricated... before, the Chapter can set a value... and offer it for sale...

More details on this Zodiac will be given at this meeting....

THE CHAPTER'S CHRISTMAS GATHERING

Hey, the snow hasn't even fallen yet and Santa is already having problems...

Santa having laid off his Elves and out-sourced his toys to be manufactured in China, now finds that the toys are contaminated with lead paint...

Now, Santa has to negotiate with the *Fraternal Order of Elves* (the Elf Union)...

The Elves know they have Santa over a barrel and are bargaining for sixty-inch Plasma TVs in every work room with Dish access... A Sports Bar with Poll Dancing... And, a demand that the Dining hall stop serving that sissy health food... Before they will even consider returning to work...

I think Santa has a problem! *But we don't, we're starting to think about our Christmas get together, "The Annual Chapter Christmas Dinner...."*

This year we'll be going back to the nitty-gritty, the traditional passing dish motif.

Now Jackson Chapter 304 will provide the Entrée's and Beverages.... So you're off the hook in that regard... Just bring your most famous passing dish which will highlight your culinary skills...

The Sport Aviation Center will open at 6:00 pm for Hors d'oeuvres.... and Dinner will be served at approximately 6:30 pm...

The President will give more specifics on the Christmas Dinner at this meeting...

100 MPH CLUB NEWS

by
Nihl Storey

Preface: The 100 mph Club (Not to be confused with the Mile High Club) was formed rather spontaneously after a group of fellow Chapter Members consisting of JohnEiler (Twin Apache), Jack and Ginny Mc Courtie and their daughter Sheryl (Cessna 150), Lynn Matteson (Kitfox), and Nihl and Diane Storey (Cessna 150) decided to fly to the Famous Old Rhinebeck Aerodrome in Rhinebeck, New York...

We all flew into Kingston, New York to visit the World Famous Old Rhinebeck Aerodrome (Jack's daughter Sheryl flew in the Twin Apache... because flying in the luggage compartment of her dad's 150 was a little cramped) this last August. Kingston Airport is located right beside the Hudson River on the east side of the Catskill Mountain Range... Approaching from the east over the mountains at about 5,000 feet, the mountain drops straight down to the river which is at about 129 feet msl... A very interesting approach over very scenic countryside...

Our accommodations were in the city of New Paltz, New York which was about twenty miles south of Old Rhinebeck... The Motel reservations had been made via the internet and were fair to terrible, but cheap for the area... The Motel Clerk was kind enough to ask if we wanted to pay by the hour or the night...

Sheryl had arranged for a couple of cars to be available at the airport so we loaded up and headed for the city of New Platz... We soon found out it is easier to navigate in the air than on the ground (what's that old saying, I can fly around the world without the aid of a "Sectional" but put me on the ground and I'm lost before I get out of the parking lot). New Platz is south of Kingston so we headed north, after going north for a while the lead car turned around and headed south eventually finding New Platz and our Motel which conveniently was right adjacent to the off ramp...go figure.

The second day dawned bright and sunny and Lynn wanted to go see his grandparents house that he had visited as a boy, somewhere in Poughkeepsie, New York. We all left the Motel and headed for Poughkeepsie and looked for a diner along the way, breakfast sounded really good... After traveling twenty or thirty miles on an empty stomach mutiny was upon us. Now I know how the Pilgrims must have felt when they landed and all the Indians could offer was maize and some goofy looking bird they called a Turkey.... Hey food is food and we found a Diner just about on the same level as our motel accommodations....

Lynn was able to find the house without much to-do which was remarkable since he hadn't seen the place in sixty years... Anyway, after paying homage to the house we all decided to do some sight seeing and headed for the Vanderbilt Estate, which is also on the Hudson River... The residence is a gigantic limestone monolith that would make today's two or three million dollar homes look like servants quarters. The Vanderbilt's had sixty full time staff and only used the home a few weekends a year...

From there we traveled down the road a ways to Hyde Park to visit the Franklin Roosevelt Estate. Historically significant but not nearly as impressive as the estate we had just left. Frank loved this spot and spent as much time there as he possibly could. He insisted that the fields be plowed and planted and maintained much the way the Native Indians would have cared for the land. When his life was coming to a closing stage he informed Eleanor he wanted to go home to the farm to die. An interesting man at an interesting place at an interesting period of time...

But enough of the tourist stuff lets get back to Old Rhinebeck...

We all then made a dry run (not on show day) to Old Rhinebeck to visit the Museum and Airfield, at which time Lynn decided he would just have to fly his Kitfox into the Aerodrome (just for bragging rights). Lynn consulted with the staff, at Old Rhinebeck, and found that taildraggers were allowed before the show on Saturday... So, Saturday morning bright and early Diane and I escorted Lynn to Kingston for an early morning flight to Old Rhinebeck Aerodrome. From the Kingston Airport we could watch Lynn as he crossed the Hudson River and lowered into the valley where the Aerodrome was located. A couple of hours later Lynn returned and then we all formed up for breakfast and then drove to Old Rhinebeck for the Saturday Air Show...

The Show consisted of driving and flying old, old vintage aircraft, that's the only way it can be described... It is something

to behold as there is nothing comparable anywhere I have ever been. I was most inspired by the shape and design of the old airplanes. I had a tough time understanding how anyone could get excited about climbing aboard one and getting off the ground, unless they had a death wish. I suppose in another hundred years someone will say the same thing about my Cessna 150...

Now wait the trip is not over yet! The next morning, Sunday, we arose bright and early, sunny and eighty degrees, and headed west... There was a lot of fog laying in the valleys, and a lot of lakes. The further west we traveled the poorer the visibility became. Jack suggested that we get on the ground which was unanimously agreed too... We were about ten miles northwest of Youngstown, Ohio and close to a small airport at Warren, Ohio (62D) with a 2,907 X 30 runway, it was paved and really looked like "10"... so down we went. We all got on the ground ok, and taxied up to the FBO area, shut down, got out and said, "now what"... There was no one in sight, no buildings open for shelter, at least five miles from any town. While the men could water the bushes behind the buildings the ladies could only cross their legs,... it really looked dire... But being "Real Pilots" we got the AFD and it said call such and such... We called the number and the gentleman that answered said he was on his way to Pittsburg but would call someone who could help us...

A short time later a Gentleman drives up and lets us into their new modular house which serves as their Terminal Building complete with TV, Fridge full of pop, with snacks on the counter and plenty of chairs and couches...

But to add to the drama of the day about six in the evening we all decided that possibly we could get a little closer to home, as the sky had cleared somewhat, or at least we thought it had! We locked the door of the terminal building, as instructed, and launched into the fog... The visibility must have been all of five hundred feet horizontal and vertical... No sooner had we all taken off than we all

turned back... Now we are right back where we started only now it is growing dark and damp and the door is locked to the damn building!

Well, I bet the "Big Guy upstairs was rolling around with laughter" but realized he had to do something, because he was well aware how vengeful a upset wife could get... So as fate would have it, as we all stood around wondering what to do, another resident pilot stops by with a key,... we are saved! After a brief discussion the "Good Samaritan" realizes the predicament we are in and offers the use of his car overnight so we can get into town and to a motel... He calls his wife and they follow us to town to show us the way to a motel... and a steak and a beer later we are all bedded down for the night....

The following morning we rush to the airport so we can sit and watch the fog, and drizzle burn off... Then we have a great idea, we send Lynn up to check conditions a couple of times but loose sight of him before he clears the airport... that's a bad sign.... At about 2 o'clock in the afternoon we decided it was time to go. The Youngstown AWAS said it was VFR so we launched each going our separate ways and all making it home that afternoon...

If I might regress for just a minute John and the Twin Apache left Kingston, New York at the same time the rest of us did but filed IFR and was home in about four and one half hours... John was assigned to carry all the "Trip Trophies" purchased by our wives that would have "over grossed" any Cessna 150... along with excess baggage that made flying the "150" more comfortable and that was greatly appreciated....(end)

After the trip to Old Rhinebeck we were sitting around doing some hangar flying and someone mentioned that we should start a club for the dissemination of information relating flying activities whither it be a breakfast flight or a expedition to some exotic, destination , like Old Rhinebeck...and thus the "100 mph Club was born...

Toward the end of August Steve Wellman, Chuck and Linda Ferguson, Larry Schramm, Lynn Matteson, John Eiler, Rich Willis, Don Mericle and me with my supper Cessna 150 all converged at Richmond, Indiana for 9 o'clock breakfast. It was a beautiful day for flying. You could taxi your plane right across the street from the restaurant if you follow the mowed trail through a field.. The weather was beautiful the food was excellent and the company acceptable... The 100 MPH Club bestows a "4 Pancake Rating" on this restaurant...

At the end of September I and four others from the "Club" along with about three hundred other attended the Wood, Fabric and Taildrager Fly-In at Lee Bottom Airport by Hanover, Indiana, which is on the Ohio River. The River separates Ohio and Kentucky, so it's down there a ways... It was a very busy event, as many as eight to ten aircraft were in the landing pattern at one time... The food was not very plentiful or available but the flying activities seem to have made up for it as most thought they would return next year (maybe with a packed lunch).

The first Sunday in October it dawned bright and sunny, so we all showed up at Fulton County (KUSE) for a pancake breakfast... The weather was great, the food not quite so great, but it's always fun to gather with other pilots and airplanes and exchange lies....

The 100 MPH Club is open to anyone and everyone interested in airplanes and aviation ventures. If you would like to be informed of member's activities, as they are reported, just submit your e-mail to Nihl Storey at nihlc@sbcglobal.net

Postscript: One must realize that Nihl Storey and Lynn Matteson are game to fly anywhere any anytime... and are open to any and all suggestions.... With the possible exception of the Polar Ice Caps, on second thought Lynn does have a set of skis for his Kitfox...

After the Rinebeck experience word about the club spread like wild fire and sub-

sequent flights have included a gaggle of aircraft... so many aircraft that one would have thought, looking skyward, that the bombing of Berlin was being reenacted...

Now for the Catch:

There are no Rules and Regulations; No Officers, No Board Members; No Pro-jects; No Commitments; No Prizes and No Dues; No Meetings... If at any time you would like to have your name added to the roster or at any time you would like to have your name removed from the roster just let Nihl know via e-mail....

Words of Wisdom

"Remember a lie can go halfway around the world before the truth can get its shoes on."

- unknown-

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Disclaimer for errors in print: "One who reads everything is a litterateur. One who believes everything he reads is Da-nincompoop"...

