



THE FLYER



Edited by Jim Buist

www.EAA304.com

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The editor thanks Alex Hess, Lynn Matteson, Ken and Vickie Vandenbelt, Dan Stanton, George Race, and Earl Scott for their contributions of information to this month's newsletter.

Chapter Meetings are held the first Wednesday of each month at the Sport Aviation Center unless otherwise published. Everyone is welcome. Bring a friend and we'll do our best to welcome them.

Our next regular, chapter meeting will be Wednesday, March 3, 2010 at 7:30 PM. The Board of Directors will typically meet one hour earlier and you are welcome to attend and listen.

Officers:

President:	Earl Scott	(517) 783-3988
Vice Pres:	John Eiler	(517) 474-4878
Treasurer:	Chuck Furgason	(517) 783-1066
Secretary:	George Race	home: (517) 531-4758 cell: (517) 812-7590

Board of Directors:

Steven Wellman	(517) 782-7261
Daniel Stanton	(517) 764-3489
Charles Moore	(517) 787-3364

Appointees:

Tech Counselor: Jay Cavender	(517) 581-0995
Tech Counselor: Joe Phelan	(517) 783-5040
Website & Newsletter Editor: Jim Buist	(517) 930-2265

Got a news item to share? Please call Jim Buist with the information. Or, better yet, send an email to Jim at jimbuist@yahoo.com

Board Meeting Summary – by George Race

- The February board meeting was held on February 3, 2010 and started at 6:30 PM.
- All Board Members were present except for Chuck Furgason and Steve Wellman.
- Treasurers Report was presented, discussed, and accepted by the Board.
- George Race discussed our current membership and voting membership levels. It was decided that George would do an article for the next issue of The Flyer describing necessary steps that each Member should take to be properly entered in the Membership Data Base. George would also speak to the Membership during the Chapter Meeting, explaining how to register both on line and by using our printed Membership Form.
- Earl Scott announced that the regular, February meeting speaker would be Brian VanWagnen, who would speak to the group on Sport Pilot certification and airplanes.
- Meeting was adjourned at 7:00 PM.

Chapter Meeting Summary – by George Race

- The February meeting was held on February 3, 2010, beginning at 7:30 PM. The total number of persons in attendance, including Officers, was 31.
- The Treasurer's report was presented to the Membership by Chuck Furgason, as approved by the board.
- George Race talked to the Membership about the importance of filling out and updating the Membership Form. George explained the Chapter Web Site and told the Membership how to use the site to update and send their information to the Officers. (editor's note: The new, on-line membership form can be found at www.EAA304.com/membershipform.htm)
- Brian VanWagnen was introduced. Brian then introduced his Co-Presenter, Carol Callan, who is the FFAST Program Manager from the FSDO in Ann Arbor.

Brian and Carol presented a very comprehensive program, detailing both the Sport Pilot Certificate and the various classes of Light Sport Aircraft. There was a lot of interaction between those in attendance and Brian and Carol. All left the meeting with a new appreciation for meeting the qualifications to fly as a Sport Pilot, as well as the necessary steps to properly maintain and fly all the classes of Light Sport Aircraft.

A big round of applause and thanks, from the group, was given to Brian and Carol for a very well done presentation.

- Earl Scott won the 50-50 drawing and donated the funds back to the Chapter.
- The meeting was officially closed at 9:00 PM. As usual, many stayed around after the meeting for conversation, which included inspection and comments on the Pacer Project and John Eiler's build of his Harmon Rocket.

President's Remarks – by Earl Scott

Due to the cold, nasty weather our February meeting was not up to par, but those in attendance really enjoyed Brian's presentation on Light Sport Aircraft. There was a lot of interest in the presentation and many members asked a lot of questions, of which all were answered.

We are moving right along on the Pacer Project. Everyone is encouraged to stop by and take your turn with fabric covering on the project.

As winter winds down all are looking forward to spring and warmer weather. I hope all of you take advantage of bright sunny days to fly as the cold weather is a good time to get up in the air.

See you at the work room! Fly Safe,

Earl

Pacer Project Progress – by George Race

The panel design is finished and awaiting for Jay Cavender to submit it to the FAA for final approval. John Eiler has the sock temporarily in place and all of the fuselage work inside of the sock has been completed.



Earl Scott and Ken Shuman inspecting the Pacer



The fuselage "sock" is loosely pulled over the airframe.

General Chapter News

For the latest news, please check the chapter website and contribute in any way you can, by adding information to our Latest News page. If you have any questions or have any trouble signing in to use that part of the site, call Jim Buist or email him at jimbuist@yahoo.com.

- Have you changed your email address, or plan to in the near future? Have you moved or changed phone numbers? Please, notify us of your changes so that you continue to

get notified of each new edition of *The Flyer* and any other special announcements. The best way to do that is to use our on-line membership form, found at: www.EAA304.com/membershipform.htm. Alternatively, you may contact George Race, chapter Secretary, to give him your new information. For more information, see George's "Notice to Membership", below.

- Our upcoming, March meeting will be on Wednesday, March 3, 2010 at 7:30 PM.
- Correction to January newsletter: Thank you to Lynn Matteson for pointing out the error in spelling of the February meeting's speaker. Brian VanWagnen was scheduled to, and did, speak at the February meeting. We incorrectly spelled Brian's last name last month. We hope Brian will forgive us and continue to give us some great presentations!
- **NOTICE TO MEMBERSHIP** – from EAA304 Chapter Secretary, George Race

Every year, during the first couple of months, your Membership dues for the year are due. Your Membership runs for the calendar year starting on January 1.

What is extremely important to the Chapter is that we have current information on your activities as well as a proper mailing and email addresses. Another very important piece of information is your National EAA Membership Number, **ALONG WITH** your current National Membership expiration date. This is important because to be a voting member of EAA304, you **MUST** be a member of the EAA National Organization as well.

There are several ways to submit your Membership Form.

- 1) Download and print out the form from the Web Site, then drop off or send to EAA304. The form can be downloaded from: <http://www.eaa304.com/forms/Membership-Application-Renewal-Form.pdf>
The Mailing address is: Jackson Chapter EAA304, 3600 Wildwood Ave, Jackson, MI 49202-1811.

- 2) You can also fill out the On-Line Electronic form and it will be emailed directly to your Officers. It can be found at the following address: <http://www.eaa304.com/membershipform.htm>

If nothing has changed except your National Membership Expiration Date, simply enter your full name, put an X in the Change of Information box, and put your National Membership Number and Expiration Date in the appropriate place on the form and then click on the SUBMIT box at the bottom of the page. As we already have all your other information on file, this will be very quick and easy for you to do. Of course we are always interested in your activities and things that you would like to see the Chapter doing. So if you wish, you can enter any of that information before sending the form.

- 3) Stop in at the Chapter House any day between 9:00 AM and Noon, pay your dues, fill out a Membership Form, have a cup of hot coffee, and enjoy your conversation with other Members who are already there.

One last thing for Web Users. When you go to the chapter website, www.eaa304.com, you should see a couple of minor changes. First, the scrolling banner near the top should reference the new, on-line membership form and the February newsletter. Second, the "Join Us" section has been moved to the top of

the right side column, just above the "Contact Information". If you don't see this latest information, simply press your F5 Key to refresh and update the page.

- As a follow up to George Race's notes above, we would like to publish our chapter roster on the website. Some members, including the editor, would also like to have photos and other information about each member included in that roster, which will help us learn (or remember) the names and faces of our fellow members. The website is a great place to have this information, because we have no real size limitation like we do in a printed format.

However, we can't publish the roster without getting your permission, first. That is another, important reason for asking you to fill out the annual membership form. That form has two check off boxes, one for giving us permission to publish your information and another letting us know that you don't want anyone to know who you are!

So, please take a couple of minutes and fill out a new form, if you haven't done so already. It really won't take long and will allow us to make a great addition to our chapter website. Thank you in advance. - editor

- New Presentation System – by George Race

After last month's chapter meeting, the Officers purchased and installed a new presentation system for the Meeting Room. We now have the following installed:

- 50 inch flat screen HDTV
- Surround sound system with 6 speakers
- DVD player with AM/FM tuner
- Wireless microphone system.
- An antenna up inside of the hangar so we can get 15 stations on the digital TV receiver.



The system has a full set of remote controls and even a long cord to plug in a laptop computer for room presentations. This will provide a really nice system for use by our room users and presenters.

Member News

- Alex Hess, son of fellow member Gary Hess, sent his dad a nice article for us about his life as a "Youngster", or 2nd year Midshipman, at the US Naval Academy. Last year, Alex wrote about life as a Plebe and this installment (we hope we get two more!) gives us a taste of what his daily life is like.

The beginning of his article shows Alex's typical, daily schedule. Two things the editor made particular note of: 1) This young man is VERY busy! 2) I never noticed time for the obligatory _____, shower, or shave. I hope that is simply an omission to the time line

and not to his actual daily routine!

A Midshipman's Life - 2nd Year – by Alex Hess

My Daily Schedule- on average

*0545- training with the Plebes
(run or some other training like an
inspection or rates help)*

*0700-Morning Quarters
Formation*

0710-Breakfast

0755-1145 Classes

1205- Noon Meal Formation

1210- Noon meal

*1205-Noon meal training with
plebes or Aviation meeting*

1320-1520 Classes

1530-1800 Cycling practice

1830- Evening meal formation

1840- Evening meal

1915- meeting or weight lifting

2000-.....-Study period



Alex Hess at home

When talking to a Midshipman, a common phrase someone might hear is: "It's a great place to be from, but not the greatest place to be." This statement describes a regular attitude at the Naval Academy, a sarcastic cynicism which I think hides an optimism that we all are too stubborn to admit. I'll try to give you a glimpse of what "brochure-free" life at the Academy entails and how, while there are some pretty tiring and demanding aspects, the result is a different kind of college experience a normal school couldn't reproduce.

In my second year at the Academy, I am referred to as a Youngster, or Third Class Midshipman. The four classes are 4/C (Plebes), 3/C (Youngsters), 2/C, and 1/C (Firsties). Last year as a plebe, the year was meant to indoctrinate our class and pretty much make our life as miserable as possible. The tasks placed on Plebes aren't very difficult, but designed to see who the first one to jump the wall and hitchhike to North Carolina will be (true story). All plebes go through 6 weeks of plebe summer run by their upperclassmen before their first academic year. This evolution consists of a great new aerodynamic haircut (better looking on some than others), air horns at 0545, rack races (tearing off all your sheets and blankets from your bed, stuffing them in your pillowcase, running to the hallway, waiting for "GO" then getting very intimate with 40 other sweaty plebes

as you all slide and fall in the halls to get back to your room, make your bed, and get back to the hallway in an allotted time usually around 3 minutes), memorizing rates (3 meal menus in advance, laws of the navy, codes of conduct, miscellaneous naval trivia), squaring meals (one path for your food to your face: straight up from the plate then straight to your face, but no looking...), and lots of verbal “encouragement”. That sentence is a pretty accurate analogy for plebe summer, long, run on, and just plain annoying. Plebe year was almost as annoying as plebe summer with chopping (running at all times when in the hallways and only turning in 90 degree angles yelling “Go Navy sir” or “Beat Army sir” at each corner), chow calls (hard to describe, but essentially plebes standing in the middle of the hall before formations and belching out a paragraph of daily information in approximately 19.05 seconds), and Pro quizzes (weekly tests on different naval topics). It was a hard year, and almost sadly hilarious looking back on the experience.



Morning PT

With plebe duties behind me, I am now aware of the actual Academy, a completely separate institution from the plebe machine. Another idea that every Mid knows is that 1/3 of your Academy experience is plebe summer, another 1/3 is plebe year, and the last 1/3 is a high speed ride through 3/C, 2/C and 1/C years. In the last third I'm finding a lot of opportunities. For one, I am no longer forced into bearing contests (plebes standing face to face, each with their mouth full of water, while upperclassmen taunt them with jokes only a frantic plebe would find funny when in this sticky situation; I sucked at this game, and left the arena very moist). Helping the plebes as their meat grinder is now my job, and I appreciate the opportunity. If I can keep one plebe from hopping the fence and joining a traveling circus as a pixie dust spreader, I've done my job. Youngster year really is a great experience and it is already nearing an end. My sentences are even shorter now. This fall I became the special events coordinator for VT-NA, the Naval Academy Aviation Squadron. The squadron focuses on aviation related activities such as meetings with naval aviators, flight training, and also

features a fledgling soaring program. I have been able to come into contact with some pretty sweet navy pilots through this club, from P-3 pilots, E-2 pilots, helo operators, ex-F-14 pilots, to ex-Blue Angels all who are stationed at the Academy. This club is a connection maker more than anything else, and it's been awesome to talk flying with some of the big wigs of the profession. I would say that this year means I can choose what I want to really get out of this place. And if I'm going to be locked in what looks like a maximum security prison for 4 years I'm planning on juicing this fruit for all I can.

I never thought about the liberty policy (opening of the flood gates) at the academy (1200-2400 Sat. and 0800-1800 Sun.) as a beneficial thing, but in a sick way it actually forces work to be done. Of course the side effect of this caging is that once the gates are open, a Mid explosion ensues as Midshipmen fan out across the east, all of them struggling to get as far as possible from Annapolis before getting yanked back on their leash for Sunday evening formation. From the fall semester to now, I've seen a lot more of the areas surrounding Annapolis, including College Park-University of Maryland, Ocean City, multiple trips to Washington D.C., Baltimore, Philadelphia, and New York City. These trips could have been more educational, but that was not the goal. Every time I leave the Academy I leave with my best friends, friends that will someday be standing at my wedding or me at theirs.



Alex calls this "sweet". The editor calls it a pretty good benefit and wonders why he didn't sign up when he was that age!

I believe that one of the most important aspects of the academy is the bonds that you make while you're here. It's being put in a situation where fun doesn't come easily all the time, you have to pretty much duck tape random junk together and make your own, and being put in a situation where the only way to make it through is with the help of others. It humbles people who think they can go everything alone, and puts confidence in people who need an extra boost. The peer leadership you acquire from helping and guiding your classmates is essential to the whole rest of your life. Only the environment of a military academy makes this naturally occur on a daily basis. I would not trade my experiences at the Naval Academy for any other college or university, where I am in line with what I want to be, a naval aviator, as well as with who I want to be, an optimistic leader.

Thank you, Alex, for your willingness to serve our country and for taking time to tell us about your experiences.

Airport News

- The FAA has been looking at doing some major consolidation of TRACON (Radar) facilities all across the USA. One proposed change is to consolidate the TRACON functions at Muskegon, Grand Rapids, and Kalamazoo into a new facility at Kalamazoo. For obvious reasons, this is somewhat controversial, but it hasn't necessarily made a lot of headlines. For more information on this, check out www.NATCA.org or a couple of Michigan newspaper articles at http://www.mlive.com/news/muskegon/index.ssf/2009/03/faa_plans_consolidating_muskeg.html or http://www.mlive.com/news/grand-rapids/index.ssf/2009/04/ford_airport_officials_support.html These sources only scratch the surface of what is available on the subject, so you may want to do an Internet search to read much more about it.

General Announcements

- **ALL Paper Pilot Certificates will Expire March 31, 2010.** This is a reminder for any of you who missed it in last month's newsletter.....or anywhere else during the past couple of years. Per FAR 61.19(h), after March 31 this year, if you have not replaced your certificate with one of the new, plastic versions, you may NOT exercise the privileges of your pilot certificate. The deadline is fast approaching, so if you are one of the stragglers out there, make sure you get your new certificate ASAP. To get the new, plastic certificate, contact the FAA or just go to http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/
- The FAA has made some changes to the "Sport Pilot Rule", which will become effective April 2, 2010. The originally proposed changes were announced quite some time ago and made available for comment. Some changes include the areas of endorsements, flight instructor privileges, maximum altitudes, cross country training requirements, towered airport experience, knowledge tests for new ratings, recent experience prior to

taking a practical test, ultralight vehicle experience, maintenance by owners and operators, records of safety directives, Part 141 school use of S-LSAs, and minimum safe altitudes. It is recommended that Flight Instructors instructing Sport Pilot Students and Sport Pilots / Student Pilots review these changes. You may find more information at EAA's website, including the proposed changes, FAA decisions, and notations at http://www.eaa.org/news/2010/SportPilotRuleRevision_Summary.pdf

- The editor recently discovered a couple of websites that you might find useful. While the FAA's website, www.FAA.gov, does offer the Airport/Facility Directory (A/FD) and Instrument Approach Procedures for free download, the only way to get them is to download each airport or approach one at a time, which is very time consuming.

A better option is to download the publications for each state as a large, "batch" file. The two sites I recommend checking out are www.TheDigitalPilot.com and NACOMATIC, which is actually found at <http://dranz.readyhosting.com>. Both sites have their pluses and minuses, a couple of which I outline below. The most important plus is that both sites are FREE to use, though you may need to register to download some items.

The Digital Pilot site has the complete A/FD plus some other documents, but does not currently include Instrument Approach Procedures. However, the file sizes at The Digital Pilot are much smaller than at the NACOMATIC site. So, for the publications they do offer, it is much faster to download those files.

NACOMATIC has the advantage of having additional publications you need, including, most importantly for Instrument Rated pilots, the Instrument Approach Procedures. As mentioned above, though, their files are larger, much larger, which can take considerable time to download, depending on your internet connection. However, they just made an addition to their site by adding some smaller editions of their files, so these may be more manageable.

Check these out and let me know what you think. If anyone has any other good sources, by all means let me know and I will include it in the next edition of *The Flyer*.

- Thank you to Dan Stanton for passing along another great, new website resource. www.aerofiles.com has basic information about, and photos of, various airplanes, airlines, museums, and more. Check it out and enjoy!
- If you plan to take an FAA Written Exam in the near future, you may want to do so ASAP. According to a recently release letter from AOPA, the cost of these exams will be increasing by \$50 by April 1 (no joke, no fooling) and, based on some conflicting information, may increase as early as March 1. You may read the entire letter at <http://download.aopa.org/epilot/2010/100209knowledge.pdf>

Safety Item – by Jim Buist

Post Flight: After your flying is complete for the day, how do you conclude your activity? Do you just push the plane into the hangar and head for home? Why not take a few extra minutes to do a "Post Flight Inspection"?

This inspection will be similar to your Pre-Flight, but you can decide how in depth it might be. Even a cursory walk around, looking for broken or missing items, leaking

fluids, or insect casualties may make you safer the next time you fly and, at the very least, will get you into the air quicker should you find any problems. Discovered problem areas can be addressed well in advance of your next scheduled flight and may keep you from having to cancel your flight at the last minute, such as would be the case if you didn't discover the problem until your next Pre-flight.

While you are at it, this is a great time to clean the windshield and wing surfaces of those nasty insects that seem to want to go for a free ride during the spring, summer, and fall seasons. Cleaning them off while “fresh” is easier than after they have dried on to become hard and crusty. Not only might you pick up a few extra knots, you will be safer by virtue of having better “see and avoid” visibility from the windshield.

Upcoming Events

Do you know of any aviation events that you would recommend to our members? Please pass on any information, including flyers or website addresses (if you have them), to Jim Buist or any officer so we can add these to our on-line calendar and the newsletter.

- Friday, February 19 - 20, 2010: 10th Anniversary Great Lakes International Aviation Conference. Many topics offered. Two days of educational sessions for all facets of aviation, including renowned speaker Rod Machado. For more information, go to: http://www.faasafety.gov/SPANS/event_details.aspx?eid=29872
- Wednesday, March 3, 2010, 7:30 PM: Monthly EAA Chapter 304 Meeting. This meeting will include an FAA Safety Seminar titled “Where's the 'F' in Airspace?” - presented by Randy Coller
- Monday, March 22, 2010, 7:00 PM: AOPA Safety Seminar - “10 Things Other Pilots Do Wrong”; For more information check out AOPA.org or http://www.faasafety.gov/SPANS/event_details.aspx?eid=30032
- July 16 – 18, 2010: Jackson Hot Air Jubilee
- September 4, 2010: 20th Annual *Fly/In Cruise/In* at Marion Municipal Airport in Marion, Indiana. For more information, go to: www.FlyInCruiseIn.com