

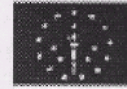
Experimental Aircraft Association



Chapter 67



NOBLESVILLE AIRPORT
14782 PROMISE ROAD
NOBLESVILLE, INDIANA



Website: <http://www.eaa67.org/>

Builders' page: <http://www.eaa67.org/memberprojectsFP.htm>

MINUTES OF March 6, 2006 MEETING

Lynn Taylor led the pledge of allegiance at 7:34 PM.

GUESTS: Terry Garret, a member of the Sports Car Club of America, is considering taking up flying. Brian Crull, son of Walt Fritz was in attendance. He also reported completing the restoration of a family PA-12.

DUES: Lynn asked members who had not paid their dues to get with Dan Daubenspeck.

CLUB MERCHANDISE: The club has available T-shirts and hats for sale.

WEBSITE: Several members commented on the excellent photos of builder's projects and gave kudos to Jon Mynderse.

FLYING STORIES: Larry Jacobi reported on an opportunity to fly a Diamond Twin Star featuring the Thielert 135 hp diesel engines. He indicated that it was quiet, smooth, with good handling qualities. Cruise speed was approximately 150-155 mph. Average fuel burn was 11 gallons per hour total. The engine featured FADEC. Engine out performance seemed marginal, according to Larry.

Upon request, Mark Taylor gave an update on his flying lessons. Mark described additional solo flights and a phase check. He also reported on his first experience in a locally heavy snow shower. One too many laps around the pattern. Keep flying Mark!

WHERE IS CHAPTER 67 HEADED?: Doug Orahod suggested that the chapter needs to look at ways to keep growing. He volunteered to contact local flight schools to solicit new members from newly soloed students. Doug proposed and the club approved the offer to underwrite the first year of national EAA membership to flight students that join Chapter 67. The writer suggested that the club consider offering this to students that join Chapter 67 and attend at least two meetings. Several members volunteered to help Doug with this new initiative.

There followed a lengthy discussion about the direction Chapter 67. Lynn Taylor suggested the Chapter might consider raising funds and building a hangar at the Noblesville airport for meetings and club projects. Doc Swenson recounted an exhibit of six projects under construction at the Glendale Mall. The exhibit generated a lot of interest. The writer suggested that a visit of projects under construction this weekend, is a step in the right direction and wondered if the club should try to visit a project at least once per quarter. There were many good suggestions.

BUY SELL OR TRADE: Don Roberts had 2 tires, an 88 Dodge Dakota 4WD (\$2,500), and a 2002 Ford Ranger for sale. Doug Orahod is looking for Champ parts. Phil Brown is looking for an exhaust for a 65hp Cub.

BUILDER'S TOUR: The builder's tour is scheduled for this Saturday. Interested members should meet at the Noblesville airport at 9AM. Two visits are scheduled:

Bill Carr will display his Sonex project. Bill is located at 331 Pintail Court, Carmel. Brice Bowman, will show his RV-9 project. Brice is located at 7034 Eastwick Circle, Indpls.

The writer suggested that the club consider at least one project visit per quarter.

YOUNG EAGLES: The club has scheduled a Young Eagle event for Saturday, August 12, at the Mt. Comfort Airport. Five pilots and two other volunteers offered their time for the event. Rick Hixson will follow up, soliciting participants, making arrangements with Indy Aero at Mt. Comfort and contacting volunteers.

TRIVIA QUESTION: Larry Jacobi correctly identified the Curtis Jenny as the first aircraft to land in Hamilton County in 1921.

PRESENTATION: Brice Bowman presented information on the DC 3 and showed a historic video. He will meet this week with Ralph Johnson, retired United Airlines test pilot. Ralph helped to write the c 1950 video and recently celebrated his 100th birthday.

The DC series was designed by Douglas in 1933 as a replacement for tri-motor transport aircraft. The DC-3 model first flew December 17, 1935. The DC-3 claimed several firsts:

Variable pitch propellers, wing flaps, retractable gear, flush rivets, among its 500,000 rivets. The aircraft is extremely strong. Over 10,000 of the DC-3 and its military cousin the C-47 were built. 400-1,000 of these 70-year old aircraft remain in service.

NEXT MEETING: The next meeting is Monday, April 3, 2006 at 7:30pm.

Submitted by Richard Hixson

