

EAA CHAPTER 67

WAR BIRDS & PANCAKES

VOLUME 5, ISSUE 8
AUGUST 2015



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CHAPTER 67 OFFICERS
Brian Crull—President
Nick Boland—Vice President
Allan Grabeman—Secretary
Jeff Hammer—Treasurer
Rob Morris—Young Eagles
George Spelman—News Letter

EAA Chapter 67 normally meets the first Monday of each month at 7:30 PM at the Noblesville Airport (Pitch-in dinner 6:30).



AUGUST CHAPTER MEETING NOTES

Our Chef for the pitch in dinner was Bruce Moss. Bruce brought some great fried chicken and the members provided all the side dishes (too much good pie for our diets).



President Brian Crull called the meeting to order and led the chapter in the Pledge of Allegiance.

Guests tonight: Gabe Santirena, Todd & Jacinta Richards, Mike Grant and new member Reg Collins

Treasurers Report: Jeff Hammer was unable to attend but sent his report with Allan. We have a balance of \$4526.21.

Young Eagles Chairman Rob Morris, has planned an event for 8/15. He needs ground crew. Ground crew and pilots brief at 8 am. Flights scheduled to start at 9:00. They are also planning a YE event at Sheridan in September.

Fly In 8/22/15: We have purchased a third large griddle to handle the pancakes. Set up Friday evening, Safety briefing 7:00 am. The weather looks good so there should be large turn out, we need all hands to help out.

The static display committee has been doing research, no official meeting as of this date.

Our chapter FUN DAY with 1121 and 235 is scheduled for 9/26/15 11:30 until ????. We will provide BBQ and buns, every one bring side dish and or dessert. We will spend the afternoon visiting and maybe contesting.

Respectfully; Alan Grabeman, Secretary

HANGAR FLYING



The Noblesville Senior Football Team had their yearbook picture taken at I80 with Larry's T-6...

Chapter 1121 President, Mike Grant and Judy Birchler invited us on their annual "Grass Strip Fly-Out". Judy and Mike planned a wonderful morning visit to 8 unique and interesting grass strips in Central Indiana. Fourteen airplanes participated and without incident landed at each farm strip to meet the owners and see their airplanes. Mike and the members finished the morning up at Sugar Creek with a great hangar lunch.



FIELD OF DREAMS

PANCAKES & FAMILY FUN AT I80 (NOBLESVILLE AIRPORT)



After having to cancel three times, we hit it out of the park. The Young Eagles line was out the door of the Line Shack for Registration. Our three ladies were able to handle the crowd with a pleasant smile and a warm welcome. Lori Moss, Mary Jo Rickard along with her daughter Jacinta were our "A" Team at Registration. The Ground Crew started out with Alan Garbeman, as Ground Boss, until he noticed we needed another plane because of the crowd. The Ground Crew was now down a man until Ed Kaake stepped in and took over and guided the Crew.

Joey Bowen along with Bill Guyton and Ed were very busy loading and unloading planes. Our pilots Brian Crull, Water Ney, Ron McCormick, Bruce Moss started out great using the new map of the route made by George Spelman. Then I realized I need more planes NOW!! Along came George Spelman, Alan Garbeman, and Larry Jacobi, with addition 3 planes which helped us handle the crowd.

The Flight Plan closing station was handled by David and Malachi Mays They explained to all new Young Eagles the benefits of the program.

I am proud to say that we set a new Chapter 67 record for the most YE flown in a three hour period: 98. My thanks goes out to all that helped in Registration, Ground Crew, Flight Plan, and Pilots.

A side note, we have found another young person very interested in Aviation. Jacinta Richards is another young person, we need to take under our guidance to help in her dream of studying aviation in college and becoming a commercial pilot. Just like both Joeys and Malachi Mays, we need to make sure that we keep their fires burning for AVIATION. They have caught "The Spirit of Aviation" it is our job to keep it alive.

Rob Morris, Young Eagles Chairman

EAA YOUNG EAGLES RALLY LIVE THE DREAM

COME FLY WITH US: FREE FOR AGES 8 TO 17



WHERE: NOBLESVILLE AIRPORT - 146TH & PROMISE RD.

WHEN:

CONTACT: Young Eagle Chairman - Rob Morris 317/514-2229
bearsman@yahoo.com

EAA EVENTS OF INTEREST TO CHAPTER

Sept. 5, Marion Fly-In

**Sept. 10-12 Midwest LSA
Expo, KMVM Mt, Vernon IL**

**Sept 12, Chapter 67 Young
Eagles Rally @ Sheridan**

Sept. 12, New Castle Fly-In

**Sept, 12 Batesville Hog
Roast and Fly-In**

**Sept. 14, Chapter Meeting:
6:30PM pitch in dinner at I80 -
Meeting 7:30 at I80**

**Sept. 19 & 20, Glenndale
Days BBQ**

Sept 19, Lee Bottom Fly-IN

Sept. 26, Chapter FUN DAY!

**Oct. 5, Chapter Meeting:
6:30PM pitch in dinner at
I80 - Meeting 7:30 at I80**

**Nov. 5, Chapter Meet-
ing:
6:30PM pitch in dinner at
I80 - Meeting 7:30 at I80**

PRESIDENT'S CORNER

If you were not at our last Fly In, you missed another very successful event. We set a new record for our August Fly In with 755 meals sold, which is just short of our all-time record set last year. Needless to say, I did not buy enough pancake mix or sausages for this large of a crowd so we were scrambling to buy more to make it thru till the end. One thing that did work out perfectly was the addition of the third Griddle. This kept the wait in the food line to a minimum.

The perfect weather brought the planes in too. We had close to 60 planes fly in. The Stearmans were out flying and doing some formation work which the crowd always enjoys. We needed all the help we could get to successfully and safely put on this Fly In. We just barely had enough help from our members to man all the positions that needed to be manned. We had no extra relief for the Griddle stations. We only had one person, Bill Carr, mixing the 140 pounds of pancake mix. Rob was left alone working the Chapter Tent as we had to pull people from there to work the flight line. We did get some great help from some of our new younger members. They were a great help working with the adults. Without their help, we could not have been able to safely handle the number of planes we had and the large crowd. If you have not worked a Fly In lately and seen just how much everyone enjoys what we do, you are missing something special.

I am thanked by many families thru out the morning for us putting on these events and just how much they enjoy it. I received an email the day after this last Fly In asking about if we were doing any more events this year. I replied that since our Pancake Fly In's have gotten so large, and just how much work it takes to put on these events, that we would not be doing the October event any more. His response was this. "Your efforts are appreciated. Our family (non-pilots) truly enjoy coming to the Noblesville Airport for the Fly In's. Please keep doing them. We will be there in June".

Because of how successful our Fly In's were this year, we will once again be able to send at least 3 deserving kids to the Air Academy again next year. I know all too well how much work it takes to put on these Fly In's, but after it is all said and done, it is worth it. I hope you feel the same way.

We are making final plans for our joint Chapter fun day to be held on Saturday September 26. We will be joined by Chapter 1121 and the Kokomo Chapter. This will be a low key social event where we can interact with the other Chapters and celebrate another very successful year for your Chapter 67. We hope that those members that have an airplane will fly it in and show it off to your fellow members. I hope we can also give rides to those members that do not currently have a plane or that do not currently fly. We are planning this to be a mid-morning thru mid-afternoon event. We are planning a pitch in lunch with the Chapter providing the meat. We should have firm plans by the next meeting which is on September 14. Please note this date since we move the September meeting due to Labor Day. I will see everyone then.

Brian

Safety Corner:

EDITORS NOTE: This article appeared in AOPA and Jon Mynderse brought it to our attention.

Airworthiness is more than flyability

August 6, 2015,

By Kathy Yodice, Attorney, Counsel to AOPA

Believe it or not, airworthiness can be a fuzzy thing. Most of us think that if we approach an aircraft that we understand is being maintained by an FAA certificated mechanic, that passes our preflight walk-around and our taxi and pretakeoff checklists, and that otherwise seems safe to fly, that's usually enough. Right? Maybe. But maybe not.

As the pilot in command of an aircraft, federal aviation regulation 91.7 makes you responsible for determining whether your aircraft is in an airworthy condition before it is flown. What does "airworthy" mean? It has been defined to mean that the aircraft satisfies two conditions. First, the aircraft must conform to its type certificate, as modified by supplemental type certificates, airworthiness directives, and major repairs and alterations, if any. Second, the aircraft must be in a condition for safe flight. The definition has been interpreted to include the requirement that the aircraft has been maintained in accordance with the FARs and has had the appropriate required inspections, transponder check, ELT up to date, system checks, and VOR check, as may apply to the particular operation.

Making sure the aircraft is in a safe condition for flight is best determined during your walk-around and operational checks, which we do before every flight. Extra attention to the walk-around and the operational checks is important when flying the aircraft for the first time after maintenance was performed. And, making sure that the proper maintenance entry has been made in the aircraft's logbook before flying the aircraft is required of you as the PIC under FAR 91.407.

However, you don't usually pull out and check the type certificate, any supplemental type certificates, and the applicable airworthiness directives for the aircraft before you go for that quick flight around the patch. Still, it is your regulatory responsibility. And, remember, if there is something on the aircraft that is not in working order, such as the aircraft lights or a back-up instrument, the aircraft may not be airworthy and may not be flown, even if the "broken" item does not render the aircraft otherwise unsafe for the operation. FAR 91.213 makes it clear that you're not permitted to take off with inoperative instruments or equipment installed, unless permitted by a minimum equipment list, which does not usually exist with our smaller general aviation aircraft. However, if the item that takes the aircraft out of conformity is only a scratch, dent, pinhole of corrosion, missing screw, or other such minor defect, it will usually not adversely affect this prong of the legal definition of airworthiness and will not render the aircraft unairworthy. So, assessing the airworthiness of the aircraft for flight is not limited to its flyability.

Don't be lulled into this thinking. We've seen quite a few cases come about recently where the FAA has taken action to suspend a pilot's certificate for flying an aircraft away after taking a mechanic's representation that the aircraft is fine and the maintenance sticker "is in the mail" and for flying an aircraft to another airport for a repair without first getting a special flight permit or placarding the inoperative item. We need to pay attention to what airworthiness really means and what we need to do before flying off.

BUY / SELL / TRADE (DON'S CORNER):

All chapter members are invited to list items they would like to offer for sale or trade to other members. Please forward via e-mail to Brian Crull and they will be placed in the next month's news letter.

FLT. TRAINING: Sheridan—Nick Boland CFII, nick@flighttrainingcenters.com 317/877-6425
Noblesville—Larry Jacobi, CFII, MEI, Glass—(317) 508-0571-
Larryjacobi@sbcglobal.net



FOR SALE: 1959 Cessna 150, TT2750, 630
SMOH—complete rebuild 2009, excellent condition.
Contact Allan Grabeman 765/623-1176

We are going to order Polo Shirts ASAP with the Chapter 67 logo. If you want one please contact Allan Grabeman.

EMBROIDERED HATS & SHIRT

\$15.00 EA.

