

EAA CHAPTER 67

SUMMER IS HERE!

VOLUME 6, ISSUE 9
SEPTEMBER 2016



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CHAPTER 67 OFFICERS
Brian Crull—President
Allan Grabeman, Vice Pres.
Jon Schmidtke-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). Please check the calendar since there are occasional exceptions:



SEPTEMBER CHAPTER MEETING

EAA 67 Meeting
September 12, 2016

Brian Crull opened the meeting with the pledge of allegiance at 7:30 pm. Approximately 45 attendees.

Thanks to Andrea and Kyle for great pot roast and cabbage and to the folks who brought dishes to share.

Malachi took a Stearman ride just before dinner!

Guests: Chet Quinn who lives nearby and helped out at the pancake breakfast.

Secretary report: Tom Fry of Howard Fry Aviation Insurance will speak at EAA1121 on Thursday, Sept. 15. Dinner will be a Luau theme.

Treasurer's report: Balance: \$7938.32. Net from the pancake breakfast: \$1800.

Family fun day will be on September 24 at Noblesville. Menu: Pulled pork, mac and cheese and baked beans. Everyone from EAA 67, EAA 1121 and Kokomo are invited. Bring a side salad or dessert. **SPREAD THE WORD!!**

Red Bull Air Race update. We will have a 10x20 tent and will need volunteers to man the tent. The event will highlight, EAA, EAA 67 and Young Eagles.

The Ercoupe is here. Someone to coordinate the project to finish is needed. Let Brian know if you can fill that role.

EAA 67 will not be attending the event at Conner Prairie this year.

Larry Jacobi shared a story about a Stearman ride given to a 93 year old WWII vet who flew Hellcats during the war. Larry will invite him to speak in November.

Malachi, Jacinta and Alex shared their experiences at the three different air academies they attended this summer. All highlighted the ride in the Bell Helicopter and all agreed the food was very good. Each made friends of fellow attendees and are still in touch with them.

HANGAR FLYING



The Hendrics County Group luncheon was attended by several of the Chapter 67 members.

We made our annual pilgrimage to Grimes Field in Urbana OH to see the progress on the B17 Champagne Lady. The guys have made a lot of progress and are working on spars and engine nacelles. The restaurant coffee and pie is still the best in the Midwest. Don't miss a chance to see the museum.

Chapter 67 showed up in force to support the Marion Fly-In. There was a tractor show and the pancakes were very good.

President Brian Crull and our three Young Eagles. All three attended the EAA Academy in Oshkosh this summer. Each one reported that it was a great time and they learned a bunch about aviation. All three agreed the helicopter ride was neat and the food was excellent.

The Tom Wood hanger was a busy place as Wayne Hirshman prepares the F8F for its first flight in several years. Pilot Ed Lindsey thought it might be a good idea to read the manual before climbing in for his first time in a Grumman F8.



FIELD OF DREAMS

The August Chapter Pancake Breakfast was a complete success with over 525 meals served despite the weather issues.



EAA EVENTS OF INTEREST TO CHAPTER

Oct. 3, Chapter Meeting:

6:30PM pitch in dinner at I80 -
Meeting 7:30

Oct. 1-2 Red Bull Air Races

NOV. 7 Chapter Meeting:

6:30PM pitch in dinner at I80 -
Meeting 7:30

**DEC 5, Chapter Christmas
Dinner Meeting:**

PRESIDENT'S CORNER:

This has been a busy few weeks since the last Fly In. We had the September meeting where all three of the great kids we sent to the Air Academy gave brief recaps of their experiences at camp. The weather played havoc with several of the local Fly In's on the weekend of the 17th. The Lee Bottom event was basically rained out and the Glenndale BBQ bash had a rainy start on Saturday but ended with a great day on Sunday. A gaggle of three of us from Noblesville flew up on Sunday, George and Allan in their Champs and myself in my PA12. Weather again ruined our Young Eagle Rally on the 24th. Luckily it cleared enough for some flying to happen after the Chapter BBQ lunch. We had a nice turn out with about 60 people in attendance. We had several guests join us from Chapter 235 in Kokomo and Chapter 1121 from Indy Regional. A.E, the President of Chapter 235 once again brought his wonderful homemade ice cream. That alone was worth being at lunch for.

Planning for the Red Bull Air Race has been keeping me very busy. The Chapter is sending 6 kids to be a part of the event on Race day. They will each get the VIP treatment along with their parents which will include being part of the pilot introduction, tours of the hangars and seats for the race. Each of them will have their own handler from the IMS that will be with them the whole day. The Chapter will also have a booth outside turn four in the area they are calling the Midway. We will be promoting the Chapter along with the Young Eagle program. Weather permitting we will also have the flight sim there to let kids try their hand at flying. Getting all the details worked out for this event has been more work than I had ever thought it would be. I am grateful for all the members that have offered to come out and help man the booth.

The next meeting is on Monday, October 3. I hope everyone is not too tired of BBQ since we will be having left over BBQ from the Family day. Dan Wertman will be giving us a presentation from his visit to an interesting airplane and car museum in Oregon. I look forward to seeing everyone at the next meeting and hearing about their experiences at the Air Race. I will also be interested to see how the kids thought of their experience on Race day too.

Safety Corner:

Altimeter vs. GPS Altitude

Featuring John Krug

Subscriber Question: "Under VFR, my altimeter displays one altitude while my GPS displays a different altitude. Which one do I use?" - Wayne P.

John:

"Under VFR, you should be flying at a cardinal altitude (odd or even thousand-foot altitudes e.g. 4,000, 5,000, 6,000, 7,000, etc.) plus 500 feet. This provides separation from IFR aircraft and other VFR aircraft on crossing courses.



Your altimeter displays *indicated altitude* and this is what you should always use (for traffic separation). Indicated altitude is pressure altitude corrected for local atmospheric conditions. The correction is done by entering the altimeter setting given by Air Traffic Control or on an AWOS.

All aircraft in a given area should be on the same altimeter setting so relative (altitude) separation is maintained.

A GPS, on the other hand, measures your *absolute altitude* off several satellites. While more accurate than pressure altitude, it does not provide the same relative separation from other aircraft (since all aircraft are using indicated altitude)."

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



HANGAR SPACE FOR RENT

I80 – Noblesville Airport

Clean, well maintained open T (\$135 per mo.) with electric on a great 3500' grass E – W runway. Friendly people who love aviation. Fuel and use of a maintenance hangar for residents.

CONTACT: Larry Jacobi
317/508-0571

EMBROIDERED HATS & SHIRT

\$15.00 EA.

