

EAA CHAPTER 67

WINTER IS ALMOST HERE

VOLUME 6, ISSUE 11
NOVEMBER 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:



OCTOBER CHAPTER MEETING

November 7, 2016

Brian Crull opened the meeting at 7:20 pm with the pledge of allegiance. We had 28 attendees who enjoyed chicken and beef chili from Alan and Brian, respectively.

New Guest: Mark Sheehan is a previous pilot and lives near the airport.

The Christmas party dinner will be in the Stearman Hangar on Monday, December 5 at 6:00 pm with dinner served at 7:00 pm. Turkey and ham will be provided by the chapter. Please bring a dessert or side dish to share. Tara will be providing piano entertainment.

Secretary report: Please pay your dues of \$20 for 2017!

Treasurer's report: Our balance is \$7190.96.

Ercoupe project. Please let Brian know if you are willing to coordinate the effort to restore.

Red Bull Air Race for next year. We will have an exhibit. Brad Beaver suggested a purchase of top row reserved seats.

Motion by Alan Grabeman, Second by Jon Schmidtke. Chapter to cover cost of first batch of name tags. Approved by unanimous vote.

The January 9, 2017 meeting will be at the airport as a pitch in. Alex has volunteered to provide main dish. We will have a former WWII pilot as our speaker in January.

Jeff and Jerry updated the group on their projects.

Brian reported there were 41 planes at the Harter fly in on Nov 5.

Watch your email for update on the Christmas party.

Meeting adjourned at 7:55 pm.

HANGAR FLYING



Dan Wertman brought “Ruby” his beautiful red Waco by looking for a safety pilot so he could go shoot approaches. He promised the heater was working in the front cockpit (it was).



The 15 GPS approach to KUMP... The view was a bit different looking over that big round engine.



Back home again to I80. Dan did a great job with three approaches to Regional and one to Metro. We are still trying to talk him into doing one actual IFR to KIND.

FIELD OF DREAMS

Ryan Harter invited a number of the Chapter 67 members and many of his friends over to Harter Field for a great Chili lunch. It was a great day for flying and forty-one aircraft made the trip. The chili was great and the Harter family were wonderful hosts.



EAA EVENTS OF INTEREST TO CHAPTER

DEC 5, Chapter Christmas Dinner Meeting:

Jan 2, 2015 Chppter Meeting:
6:30PM pitch in dinner at I80 - Meeting 7:30 at I80

Feb 7, 2014 Chapter Meeting: 6:00PM dinner at McAlister's Deli - Meeting 7:30 at I80

March 6, Chapter Meeting:
6:00PM dinner at McAlister's Deli - Meeting 7:30 at I80

April 3, Chapter Meeting:6:30PM pitch in dinner at I80 - Meeting 7:30 at I80

May 1, Chapter Meeting:
6:30PM pitch in dinner at I80 - Meeting 7:30 at I80

June 1, Chapter Meeting:
6:30PM pitch in dinner at I80 - Meeting 7:30 at I80

June 10, Chapter Pancake Fly -In

July 10, Chapter Meeting:
6:30 pitch in dinner I80 Meeting 7:30 at I80

Aug. 7, Chapter Meeting:
6:30 pitch in dinner I80 Meeting 7:30 at I80

Aug 19, Chapter Pancake Fly-In

PRESIDENT'S CORNER:

I hope everyone had a great Thanksgiving. As usual as a Corporate Pilot, I flew over the holiday weekend but after so many years of doing this, I am use to working the holidays.

We were very fortunate to have some fantastic weather for most of November. This made for some great fall weather flying. Ryan Harter took a gamble and hosted a Chili lunch fly in at his strip the first weekend of the month. You could not have asked for a better fall day. Blue skies, calm winds and perfect temperatures along with great food and 41 planes made for a great day. Ryan has a great strip and is a fantastic host along with a great collection of airplanes.

The Chapter will be having our Christmas Pitch In dinner on Monday evening, December 5. We are expecting another large turnout for this year's dinner. If you have not already RSVP'd for the dinner, and want to come, there will be plenty of room so please join us for dinner. I want to thank Marianne Jacobi and Janet Roberts for cooking the meat for the dinner again this year. We will once again have Christmas music from Tara McNamara playing her keyboard. For those that do not know, Tara is our Saturday lunch group waitress at the Nickel Plate restaurant in Fishers. She is a former Mrs. Indiana and teaches Piano. She has volunteered her time to make our evening that much more festive and I know we very appreciate it.

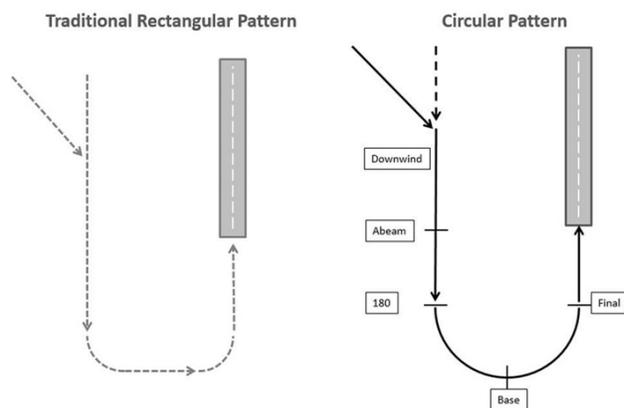
I am looking forward to another great year for the Chapter in 2017 and I look forward to seeing everyone at the Christmas dinner.

Safety Corner:

AOPA Air Safety Institute, UND study stabilized approach

November 17, 2016 By Joe Kildea

On the heels of the NTSB's Nov. 14 release of its ["Most Wanted" list of transportation safety improvements](#) that included general aviation loss of control, the University of North Dakota, in partnership with the AOPA Air Safety Institute, announced that it is studying the use of a continuous turning approach or "circular pattern" as an alternative to the traditional "box" or rectangular traffic pattern.



Comparison between traditional rectangular pattern and circular pattern. Graphic courtesy of AOPA Air Safety Institute.

Reduction of in-flight loss-of-control accidents continues to be identified by the NTSB as a most-wanted safety improvement. Working with senior NTSB officials at a recent loss-of-control panel, the idea was formed that UND and AOPA team up to explore how simple procedural and training methodology changes in the landing pattern might improve safety and reduce loss-of-control accidents.

The hypothesis to be studied is that in contrast with a rectangular pattern, a continuous turn from downwind to final may provide for increased stability, reduced pilot workload, and a constant bank angle throughout the maneuver, helping pilots better manage angle-of-attack variances. Additionally, the use of a continuous turning approach has the potential to reduce the likelihood of overshooting a runway during base-to-final turns, a scenario that has resulted in multiple stall/spin accidents due to aggressive corrective maneuvering. Depending on the results of the study, this procedure may serve as a mitigating technique to reduce the likelihood of loss-of-control accidents during the landing phase of flight.

"It's too early to say for sure if the continuous turn to final method will be a safer, more stabilized way to land. But what we do know is general aviation has been flying the rectangular pattern for decades, and based on substantial loss-of-control accident data in the landing pattern, we believe it's time to conduct research to determine if there is a potentially safer alternative," said George Perry, senior vice president of AOPA's Air Safety Institute. "The U.S. military, commercial airlines, and many airline ab initio programs already utilize the continuous approach turn as the standard to support safe landing pattern operations. We should determine which is safer for general aviation, and this study will help us find the answer."

"The research will consist of flight data analysis to evaluate differences between the circular pattern and the rectangular pattern," noted Lewis Archer from UND's aviation department. "Variables that will be analyzed include bank angle, airspeed, and runway overshoot." Lewis continued, "Although the study is in its early phases, and it's far too soon to draw any definitive conclusions, the new procedure has already been studied and practiced by a select group of UND instructor pilots and initial data collection has been going quite well."

The study is ongoing, and both UND and the Air Safety Institute are hopeful that results will be available sometime in early 2017.

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

1957 Cessna 172 (straight tail) For Sale

3525 Total A.F. Time, 900 SMOH, STOL Kit, Radios

Annual due June, 2017

\$24,950.00



EMBROIDERED HATS & SHIRT

\$15.00 EA.



Please complete this form and give to Brian Crull or e-mail. It is important we have this information on file and of course your renewal dues.

CHAPTER 67 MEMBERSHIP APPLICATION/RENEWAL FORM

<p> <input type="checkbox"/> New Member <input type="checkbox"/> Renewal <input type="checkbox"/> Info Change </p> <p> Membership dues for EAA Chapter 67 are \$20/year. Make checks payable to EAA Chapter 67 </p> <p> Mail application to: Brian Crull 9005 Thames Ct. Noblesville, IN 46060 </p> <p> National EAA offices: Experimental Aircraft Association EAA Aviation Center PO Box 3086 Oshkosh, WI 54903-3086 </p> <p> National EAA Membership: (800) JOIN EAA (564-6322) Phone (920) 426-4800 Fax: (920) 426-6761 </p>	<p> Name _____ Copilot (spouse, friend, other) _____ Address _____ _____ City _____ State _____ Zip _____ Phone Home: _____ Cell # _____ email address _____ EAA # _____ Exp date: _____ (Chapter 67 membership requires National EAA membership) Pilot/A&P Ratings _____ </p> <p> I am interested in helping with: </p> <p> <input type="checkbox"/> Fly-Ins <input type="checkbox"/> Programs <input type="checkbox"/> Newsletter <input type="checkbox"/> Young Eagles <input type="checkbox"/> Officer </p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>Plane, Projects (%complete) and Interests:</p> </div>
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