



# EAA Chapter 21 NEWSLETTER

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The Official Newsletter of  
EAA Chapter 21  
Evansville IN

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## Minutes of EAA Chapter 21 meeting of members September 30, held at Skylane Airport.

This meeting was a working meeting for EAA where the EAA chapter members joined with the visiting Navioners for a couple days of good aviation times. About 5 Navions flew into Evansville, most initially flew into KEVV. There was a shuttle bus for transportation over to Skylane. Some flew in Friday and were visiting hangar after hangar at Skylane talking with who ever was around to talk to. They enjoyed talking aviation and you could see they had a particular pride about being Navioners. Their planes are War Birds of the past and they are the preservers of that history. One Navion owner had owned his plane for 40 years and bought it for \$6,600 originally. He was on his second engine although the first one had not really died.

At 7 A.M. sharp Sat. morning a man and woman arrived and set up a large smoker grill just north of the wisdom trees at Skylane. The weather was promising to get worse as the day played on, so early in the morning several flyers started east on the first leg of the poker run. It was a well planned run to Paoli, IN where they were celebrating aviation day and free breakfast for all who fly in. Biscuits with sausage gravy, donuts and coffee were being served by the most cheerful group of people who were happy. There was a live radio being broadcast and the local TV crew was filming. Just before the parade started it was then onto Washington, IN, and Mt. Carmel, IL where another poker card concealed in an envelope was drawn. In the end, each participant returned to Skylane with three cards of unknown identity. There were twenty-three participants in the poker run each with a \$20 entry fee.

While the flyers were out gathering their hands, back at the Skylane airfield there was much chicken being barbequed and at noon, with the return of the flyers, the word was given by Sue Glisson to start eating. At that time about 60 interested members, guests and pilots enjoyed about as good a meal and fellowship as has ever been assembled. People brought a side dish, salad, or dessert. A few had their weight and balance changed from this feeding. Most responsible dessert for this was the cake but some enjoyed one of more of the cobblers and cookies.

After lunch the big poker game was taken to the final stage. Each participants' envelopes were carefully opened and recorded. The final two cards were drawn and the hand of five cards completed. The winner was Mike Jarvis who somehow returned with three concealed cards each being a deuce. His final two cards drawn did not matter as the three of a kind won the \$230 split the jackpot. Congratulations Mike!

After lunch the airport terminal was cleaned up in record time as everyone had no other place to go at the moment as the rain was beginning to fall. Ralph Trautvetter cleaned a lot of pots and pans. The spot landing competitions were cancelled due to lack of enthusiasm and no one wanted to fire up, warm up, and do take offs and landings with one of those large war bird engines. Word has it that one can actually see the gas needle move lower when one of these big engines is growling on take off.

The meeting was deemed over and finished by 3:30 as most of the planes had flown out and very few remained at Skylane. The next meeting of EAA 21 will be held at Skylane on Oct. 14 at 2 P.M. to look over Steve Eberhart's new RV-7A which is in the newest, most recently built hangar at Skylane.

Larry Helming, secretary

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The Leader In Recreational Aviation

# Greg McMichael on being Young Eagles Coordinator: A Challenging but Rewarding Position

*Our Young Eagles rally on September 23, even though it was a rainout, was Greg McMichael's last turn as Young Eagles Coordinator. I asked Greg to comment on the job of Coordinator.*  
— Pete Wiggin

I have coordinated Young Eagles events at Carmi, Skylane, and Evansville airports. As a coordinator you must work closely with EAA at Oshkosh. You get all your forms and paperwork from them. You are recognized as a coordinator through them. They will send you, upon your request, as many registration forms as you want—certificates, things like that. They are very helpful, and a very friendly staff.

There's some pretty strict guidelines to follow. The number one guideline is insurance. You must get the insurance in place that is offered by EAA for any and all events that you have. It's a good idea to do that at least two weeks in advance. You could do it a year in advance if you like, but my experience is that they are very helpful even on short notice, because things like weather is a factor.

For each event the coordinator can plan on spending about 40 hours organizing. There is printing, making and distributing handouts, working with Evansville Tower. It doesn't matter whether we're flying out of Evansville or Skylane, they want to know what's going on. And they need to know, for the safety of the kids—safety is the first and foremost consideration. They have been incredibly helpful. I've got a great working relationship with the tower.

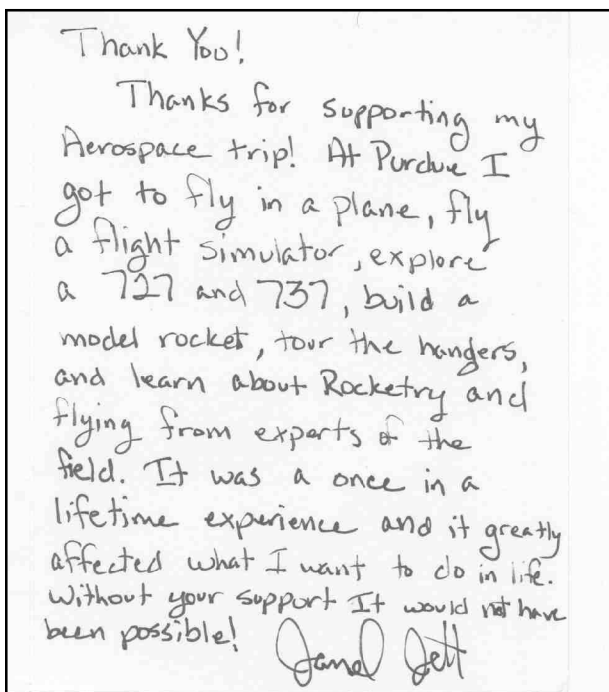
I have solicited kids from a lot of Evansville's schools. I'll make an appointment with the principal's secretary and schedule a meeting at lunch one afternoon, I'll meet with the teachers, give a little heads up to the kids, pass out registration forms, show them a sample of the certificate the kids will get—kids like that kind of stuff—things like that. It's been very rewarding. And I'm a bit of a cut-up. The kids like that. They don't want somebody too serious.

You have to remember to keep it light. Stay away from the heavy duty technical stuff. If you can get a kid in the plane, get him up in the air, to me that is the first step. A lot of guys like to tell the kids all about the parts of the airplane, like the empennage and the engine. But you have to keep in mind that the attention span of most kids is typically fairly short. So you need to get the kid in the plane, get him in the air, and he will proceed from there. The goal of the coordinator is to get the him airborne. That's what will spark an interest in any future endeavor he may have in aviation. If he wants to know more about the empennage or engine, he will ask.

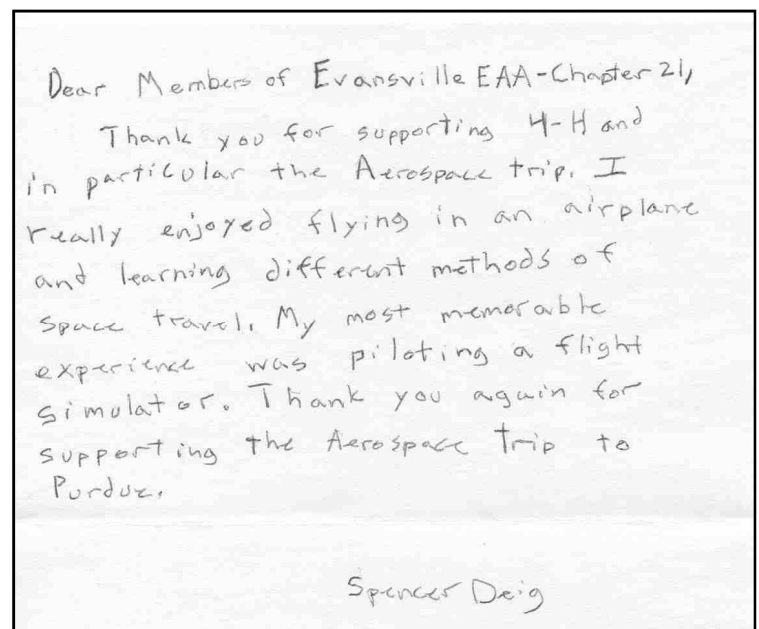
I try to schedule three Young Eagles events a year. I like the fact that people are willing to come out and give of their time, provide what I think is a valuable contribution to our society. The people who don't fly anymore, they would be great at helping with things like registration, or ground control, or things like that. I like the participation side of it. Everybody's position is of equal value. Whether you are flying your own plane, or doing something else, every job is important.

It's important, when you solicit the people coming on board, to make sure they understand it's a free event. The pilots are donating their time, their aircraft, and their fuel, and the ground personnel are donating their time. We give the adults something to eat and drink while their kids are flying, and the kids are also welcome to have something to eat and drink when they get back. I think it's pretty darn generous, not only by our local chapter, but nationwide. That explains why we've flown 1.3 million kids so far.

If I can get one child out of the 700 that have flown in an event over the past four years interested in becoming a pilot, it will have been worth it. We're going to be flying for the rest of our lives, whether privately or commercially. We've got to stir new blood, to get young people to pick up the reins of aviation in the future, that's all there is to it. I've tried to spark an interest in aviation in these young kids at an early age.



Thank You!  
Thanks for supporting my Aerospace trip! At Purdue I got to fly in a plane, fly a flight simulator, explore a 727 and 737, build a model rocket, tour the hangars, and learn about Rocketry and flying from experts of the field. It was a once in a lifetime experience and it greatly affected what I want to do in life. Without your support It would not have been possible!  
Jamal Jeff



Dear Members of Evansville EAA-Chapter 21,  
Thank you for supporting H-H and in particular the Aerospace trip. I really enjoyed flying in an airplane and learning different methods of space travel. My most memorable experience was piloting a flight simulator. Thank you again for supporting the Aerospace Trip to Purdue.  
Spencer Deig

# Flyboys

Saturday morning, September 23. With the rain falling non-stop, the runway at Skylane saturated beyond usefulness, and the Young Eagles event cancelled, some of us sitting around at Skylane decided it would be a good day to see the movie *Flyboys*. So off we went to the Saturday morning matinee at Stadium 16 Theatres.

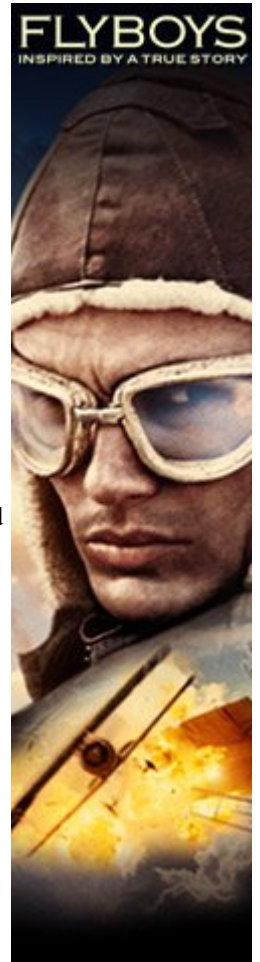
As I'm sure you know by now, *Flyboys* is about a group of Americans who go off to France in 1916 to take part in the air war against Germany, before the US officially decided to get involved. The squadron for whom they flew was called the *Lafayette Escadrille*. James Franco (who looks like James Dean) plays the hero of the movie, a Texan who, after his ranch was foreclosed, beat up the mortgage banker, and was then threatened with arrest. Seeing newsreel footage in a theatre about this war effort, he goes to Europe to learn to fly, and to escape his own legal problems.

The planes in this film were recreated especially for the movie, and if you were at Oshkosh you probably saw them. The dogfight scenes were undoubtedly all made with CGI (computer generated imagery). The good guys, (there were about eight of them) all flew Nieuports, and the bad guys all flew Fokker Triplanes painted to look like the Red Baron—all except the nastiest of bad guys; he flew a black Triplane. Naturally, the good guys were all better shots than the bad guys.

The flying in the movie reminded me of the flying in the movie *Hells Angels*. This is the movie that made Howard Hughes famous, and was the subject of a large part of the movie *Aviator*, about Howard Hughes. A few months ago I bought the *Hells Angels* DVD from Historic Aviation (bookseller), and decided to watch it once again after coming home from *Flyboys*. One scene found in both movies is the dispatching of a Zeppelin to its doom by an allied pilot diving into it from above, causing it to explode in a furious fireball.

I liked the movie, and will one day get the DVD. For anyone who is an aviation enthusiast it is definitely worth the price of admission. Plot-wise, though, I thought it was fairly predictable. In the end, Our Hero rescues the fair maiden, slays the villain, and lives (more or less) happily ever after.

Submitted by Pete Wiggin



## Chapter 21 Monthly Balance Sheet Sept. 2006

Aug. 28, 2006	Beginning Balance	\$2,678.01
	Receipts	
	Interest	\$.58
	Disbursements	
	Sept. Newspaper print	-\$51.15
	Sept. Office Rent	-\$10.00
	Stamps	-\$39.00
	West Host, Inc	-\$29.85
	Correction *	-\$225.00
Sept. 25, 2006	Ending Balance	\$2,323.59

Bud Starnes Fund for Young Eagles                      Current balance is \$0.00

Phillip Dawes, Treasurer

\* Corrected bookkeeping error

# EAA Chapter 21

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**Address Service Requested**



## Upcoming Chapter 21 Events

### October Chapter Meeting

**Saturday October 14 — Skylane Airport — Steve Eberhart's hangar — 2:00 PM**

Our October Chapter meeting will be at Steve Eberhart's hangar at Skylane Airport. Go north on the gravel road to the last hangar. There you will find Steve working on his RV-7A. Bring a folding chair.

At 4:00 PM we will reconvene at the Airport Office for lunch. Chapter 21 will provide hamburgers. Everyone should bring their favorite side dish/dessert to complement the main hamburger offering. Suggested items include potato chips, potato salad, baked beans, slaw, cookies, pies, cakes, drinks.

### Christmas Party

**Wednesday December 13 — Kipplee's Party House — Boeke and Division — 6:30 PM**

Mark your calendar now for our annual Christmas Party, to be held once again at Kipplee's Party House at Boeke and Division Streets. (Lloyd Expressway.) On the menu will be — Pizza of course!